ATHLETIC QUEENSLAND.

To the
Hon. Robert Philp
Premier of Queensland
with the Authors & Publishers
Compliments
Brisbane.
November 22nd 1900

ATHLETIC QUEENSLAND:

A HISTORY OF

AMATEUR ROWING,
BOXING and PHYSICAL DEVELOPMENT,
PEDESTRIANISM and CYCLING.

IN QUEENSLAND.

UNDER THE OFFICIAL PATRONAGE OF

THE QUEENSLAND ROWING ASSOCIATION, QUEENSLAND AMATEUR ATHLETIC ASSOCIATION, BRISBANE GYMNASIUM, QUEENSLAND CYCLISTS' UNION.

ILLUSTRATED.

Queensland:

H. J. DIDDAMS & CO., PRINTERS, &c., ADELAIDE STREET, BRISBANE.

1900.

TO THE

Hon. Ernest J. Stevens,

M.L.C.,

THIS WORK IS RESPECTFULLY DEDICATED,

IN SLIGHT ACKNOWLEDGEMENT OF HIS MANIFOLD EFFORTS

TO FOSTER AND SUPPORT ALL

MANLY SPORTS.



HON. E. J. STEVENS.

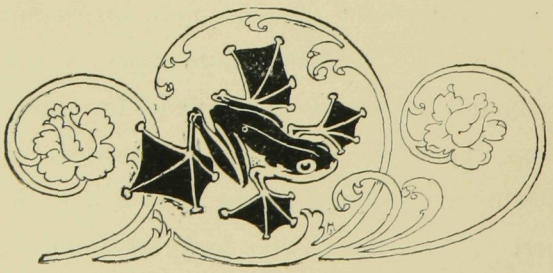
Queensland's foremost supporter of
Amateur Athletics.

INTRODUCTION.

IN placing this book before the public, the authors and compilers do not desire to offer any apologies either for its existence or quality. It is the first work of its kind that has ever been undertaken in Australasia, and it has proved to be of considerable magnitude, but it has been conscientiously executed, and we trust that the result may prove satisfactory, and worthy of the great province of whose athletes it deals. At the same time, it is hoped that in perusing it the public will not do so with any preconceived ideas which might lead to their ultimate disappointment. It has been necessary, in order to obtain the requisite amount of assistance and support for such an expensive undertaking, to extend its scope over four branches of sport—namely, Rowing, Cycling, Pedestrianism and Boxing, combined with Physical Development. In attempting so much, however, and so that each subject touched upon might be properly and comprehensively treated, it has been considered desirable to treat of only the one branch of each sport—and so amateurism was selected as being at once the most worthy of record and perhaps the most in need of encouragement. Therefore, those who look for anything more than a passing reference to the professsional champions whom Queensland has produced, or the big professional meetings which the colony has witnessed, will search in vain. Those facts, interesting no doubt, must be left for a work especially devoted to professional sport. Those, too, who look for a minutely detailed report of the life of the various amateur bodies, their social and club events, tours, &c., will also be disappointed; for, interesting as these would doubtless be to members of the individual clubs, they could hold no charm for the public. As a history of the branches of sport with which it deals, however, pains have been taken to have this book complete, taking in all the more important details, showing how each club was formed, who did the pioneer work, how each meeting of importance was conducted, under what conditions and

how and by whom all events of note were won. The necessity of keeping to the men whose performances have really been worthy of record has, of course, prevented any lengthy reference to sport in provincial circles, but sufficient information will be found to allow of the reader following closely its spread and progress throughout Queensland. Knowing the great want that has been experienced in amateur athletic circles of some reliable and practical instructions on the practice of and training for various sports, we have incorporated such information in this work. In doing this, we have given our own ideas only so far as our own experience enabled us to speak with authority; where that has failed, the assistance of others has been sought, and the names and reputations of those who have so kindly contributed such articles will be sufficient evidence of their value. Trusting that the result of our labours may assist in promoting the welfare of amateur athletics, and give pleasure to those who honor us by perusing it, we are sincerely,

THE AUTHORS.



AMATEUR ROWING:

BY

W. B. CARMICHAEL.

WITH CONTRIBUTIONS BY

Mr. R. H. ROE, M.A., Oxon.
Balliol College Crew, Head of the River, Oxford, 1873.

Mr. C. B. P. BELL,
Camb. University Boat Club, and Brisbane Rowing Club.

AND

Mr. F. W. De LITTLE,
Melbourne Rowing Club, and C.R.C., Brisbane.

COMPRISING A HISTORY OF ROWING IN BRISBANE, MARYBOROUGH, ROCKHAMPTON, &c., CREW DISCIPLINE, HOW TO ROW (with poses), TRAINING, &c.

Queensland Rowing Association

October 9th, 1899.

Messrs. H. J. Diddams & Co.,
Publishers "Athletic Queensland,"
Brisbane.

Sir,

The Queensland Rowing Association has authorised me to state that, as their chairman, I have examined the proof sheets of that portion of "Athletic Queensland" which deals with Rowing, and that I consider it is a faithful record of the past history of rowing in this colony, and a useful manual of instruction, deserving of hearty support from rowing men generally.

Yours faithfully,

REGINALD H. ROE,
Chairman Queensland Rowing Association.

ROWING

By W. B. Carmichael,

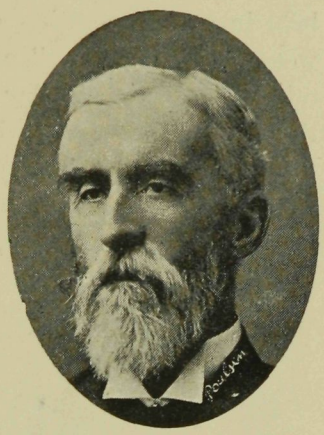
Queensland Champion, 1891—1896.



THE exercise and pastime of Rowing is admitted all over the world to be the most healthy and beneficial form of outdoor athletics. More especially is it so to those whose occupations keep them indoors the greater part of the day; then a good long row after business hours comes as a perfect boon, and saves many a doctor's bill. From a muscular point of view the advantages of Rowing are of a high order. Not only does the exercise strengthen, but it assists in expanding and building up the frame. The shoulders, back, chest, legs and arms are all benefited, the muscle produced being flexible and stringy. The bunchy muscle which no doubt looks well but is decidedly inferior to the long muscle is not developed by rowing. There is no exercise which makes more severe demands under physical distress than the one in question. It is not every man who can stand the severe preparation necessary for a rowing race, and care should be taken, especially by growing youths, not to tax themselves too much at the commencement of their rowing career. To race, a man must be constitutionally sound, as this is no sport for the weakly, although the latter, by moderate exercise on the river, may be eventually sufficiently strengthened to stand the test of hard training. That the pastime itself is a really delightful one goes without saying, and finer pleasure cannot be imagined by an ardent oarsman than that attendant on either a hard fought race or a paddle for exercise with a crew well together. In a four or eight-oared crew there is the even hard grip of the oars, the firm, steady recovery with even body swing, the hands carried forward at a uniform height, and the consciousness that the boat is being well rowed, without any splashing or

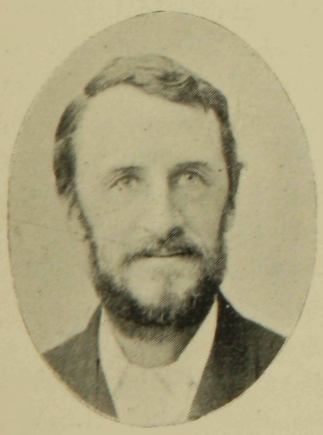
rolling. This gives the oarsman a keen feeling of pleasure, and as he prepares for a race, there is the gradual getting into condition, feeling stronger with each row, and the splendid spirit of comradeship between the members of the crew. Then, as training progresses and the "regatta" day approaches, there are the trial miles which you look keenly forward to, the "goes" with a trial team from your own club, and such like incidents, which all lend extreme interest and pleasure to the work. Then comes the regatta itself, where you put to the final test the teachings of your coach and your own physical condition. You don the club's uniform with the fixed determination to win honor for your shed. Your racing craft, which previously has been overhauled, is then launched, and your crew with the cox. are shipped. Away you paddle to the starting point and get into position with your rivals under the starter's instructions. You are now "half forward," when the magic words ring out—"Are you ready," and then the longed-for word—"Go." Away you dash, but without confusion, keeping time with your stroke, in whom you have every confidence, and who is dashing in his oar at 42 to the minute. The light craft cuts through the water, the cox. gives the time, and you are gradually forging ahead. Both crews ply their strokes with grim determination, and the boats fairly leap as you fiercely struggle for supremacy. Your men dash in some powerful work and lead by half a length. Your stroke now has his eye on the rival crew who are gradully drawing level, but a well judged spurt sends your craft spinning ahead, a length to the good. Now a terrific struggle ensues as spurt answers spurt again and again, until only half a mile perhaps from the finish. Your rivals come with a most determined and well sustained spurt, and in spite of all your efforts will not be shaken off. Now comes the cruelest part of the battle. The fierce struggle has told severely upon you, but you must win. There is no such word as "surrender." You shut your teeth, and like true Britons, brace yourselves together for another and still more desperate spurt. Your breath comes faster and faster, but your last magnificent effort shoots your craft past the winning post a bare canvas to the good. What a grand victory! What exultation you feel at having defeated such worthy foemen. Your stroke is now calling for three cheers for the losers, which are just as heartily returned. There is no recrimination; they were fairly beaten, and like all good fellows they willingly admit it. You paddle slowly back to the shed, and are greeted by your fellow clubmen with cheers. Your craft is safely housed; then follows the shower bath and the rub down, and ordinary dress is resumed. In a little time you perhaps meet the men you had fiercely battled against, and then the warm hand-shake all round forces you to recognise that chivalry is not dead even in this prosaic age. The vanquished acknowledge your crew's superiority

in a hearty manner, while the victors behave quietly and modestly in their success, both crews acting in that magnanimous manner which marks the true sportsman. Depend upon it, the man who loses cheerfully a contest of any sort in which he has battled gamely and honourably, makes many a sincere friend, but the man who nurses rancour after a fair defeat should be tabooed. He is no good. All athletic exercises tend to develope that in the man which we as Britons boast of, viz.: Endurance—and the taking of a defeat in a true manly spirit, and rowing, being so severe an exercise as it is, and one for which all pleasures must be given up, teaches the wholesome lesson of self restraint. How often in the battle of life does one meet with crushing disaster? Here the lessons taught in the youthful days by athletic contests come to the rescue, and the old indomitable spirit of pluck and determination springs up as second nature.



A. J. CALLAN, M.L.A.,
President Queensland Rowing Association.

It will be universally admitted by those who have "been through the mill" that the best and most lasting friendships in the world have been made between men who have trained and raced together. Their interests are identical, their minds in a healthy state produced by a healthy athletic body, the true friendship springs up which time never extinguishes. Have you ever noticed the warm and honest handshake of two old members of a crew, men who have battled together through many a tough fight? There is a world of friendship in it, and the old races are discussed and re-rowed with the enthusiasm of youth.

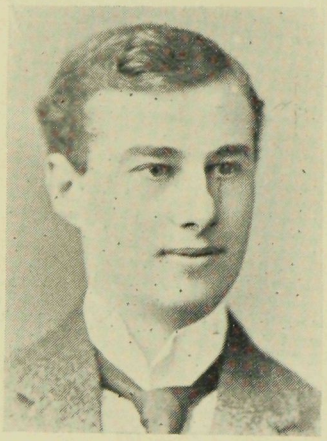


R. H. ROE,
Chairman Queensland Rowing Association.

Australians have taken most assiduously to the oar and scull, and since we are favoured with magnificent weather conditions and noble waters, it is small wonder that the colonies have turned out champions who, time after time, defeated the representatives of the Mother Country and America. This has been accomplished by our professional scullers, but the time has yet to arrive when an Australian amateur eight-oar crew or sculler shall try conclusions with our English brothers at that mecca of all rowing—Henley. Attempts have been made to send an eight to Henley, but so far nothing

definite has been done, and all Australians I am sure would look forward with great interest to such an event if the difficulties in the way can be surmounted.

Queensland early adopted rowing as a national pastime, and it was considered that a regatta would be the most fitting display to mark the holiday held in commemoration of our separate State-hood, and the 10th December was for years "the" regatta day in Brisbane. Of recent times, however, other sports and holiday attractions have encroached to such an extent that the rowing regattas in the metropolis are now held on a Saturday afternoon. Queensland has had the proud distinction of producing men who, on proceeding to the old world to finish their education, have brilliantly won some of England's greatest races, viz.:—Grand Challenge Eights at Henley, Colquhoun Sculls, and the University Eight-oared race at Putney. I refer to Messrs. W. A. D. and C. B. P. Bell, sons of the late Sir Joshua Peter Bell, and Mr. J. Cadell Garrick, son of retired Agent-General Sir James F. Garrick, who also scored a series of brilliant wins both at his College and at Henley.



J. CADELL GARRICK.

Other Queenslanders who have gained distinction in the rowing world of England are Messrs. E. Lord, who rowed No. 3 for the Cambridge University, 1891, and H. A. Francis, now a well-known Brisbane medico, who rowed in the Cambridge University Trials, 1886. The late Mr. R. P. Francis, late mathematical master of the Brisbane Grammar School, also rowed in England, and was first boat captain of Baliol College, Oxford. All these oarsmen were old Grammar School boys, and the two first-named rowed in Brisbane in 1883 and 1881 respectively.

On the Messrs. Bell's return to Queensland in 1889 with their brother, Mr. J. T. Bell, now member for Dalby in the Legislative Assembly, they generously and ungrudgingly imparted their knowledge of rowing to others, thereby enabling Queensland to take her place in Intercolonial rowing. The Bell's set to work and won the four-oared championship of N.S.W., and followed that up by being the leading spirits in the Intercolonial eight, which only lost the race on the Paramatta at the moment of victory by the breaking of an oar. They then coached the crew which in the succeeding year brilliantly won for Queensland the Australian eight-oared championship, as will be seen in a separate chapter. The whole of the credit of these wins is due to the Bell Bros.

A resumè of Messrs. C. B. P. Bell, W. A. D. Bell, and J. Cadell Garrick's principal performances will be most interesting to the reader:—

Colin B. P. Bell (rowing weight, 12st. 12lbs.)—1884: Fours, Pairs and Sculls, Shrewsbury School; 1885: Junior Sculls, Marlow; 1886: Reading Senior Sculls; 1886 and 1887: Fitzgerald Sculls, Cambridge; 1887: Colquhoun Sculls, Champion, Cambridge; 1887 and 1888: Head of the river, Cambridge; 1887: University Pairs, University Fours; 1888 and 1889: University Boat Race, winning crew; 1888: Marlow Pairs; 1887: Grand Challenge Cup, Henley Eights; 1888: Stewards' Four: 1887: Visitors' Four.

W. A. D. Bell (rowing weight, 11st. 4lbs.)—1884: 2nd prize (Holland Challenge Boat) Trinity Hall sculls, only two starters: 1885: won Open Handicap Sculls, Thames Rowing Club; second in final heat University Fours, Cambridge; won Sandeman Challenge Eights, Reading Regatta (J. T, Bell. M.L.A. for Dalby, also in the winning crew); won Junior Sculls, Chertsey Regatta; 1886: rowed "7" in Trinity Hall 1st Boat, which went head of the river; rowed "3" in Trinity Hall crew, which won Grand Challenge Eights at Henley.

J. Cadell Garrick (rowing weight, 11st. 3lbs.)—1887: Rowed bow in the winning crew of the old Uppinghamian Fours; 1888: rowed No. 2 of the Trinity Hall 3rd Lent Boat; 1888: rowed No. 6 in winning crew Trinity Hall Boat Club Trial Eights; stroked winning crew in Old Uppinghamian Fours; 1889: rowed No. 7 in the Trinity Hall 1st Lent Boat, making four "bumps"; rowed No. 7 in the Trinity Hall 1st Boat (May); 1890: rowed No. 7 in the Trinity Hall 1st Boat, going head of the river; also unsuccessfully in the Grand Challenge Cup and Ladies' Plate at Henley; rowed bow of the Trinity Hall Four, winning the Cambridge University Fours; stroked the winning four in the Australasian Fours; rowed No. 7 Cambridge University Trial Eights; rowed on Thames from Putney to Mortlake, four miles, resulting in a dead heat; 1891: stroked winning pair in the Ellis Challenge Pairs; rowed bow of the Trinity Hall 1st Boat, head of the river; also unsuccessfully as No. 7 in the Grand Challenge Cup; rowed bow of the Trinity Hall Four at Henley, winning the Visitors' Cup, and being runners up for the Stewards' Cup; stroked the winning crew in the Amateur Pairs at Goring Regatta; rowed bow of the Trinity Hall Four, winning the Cambridge University Fours.

The climate of Queensland is one particularly adapted for rowing, and presuming the day's labour to end at 4.30 or 5 p.m., a man can easily have a good row either in summer or winter. Of course the summer months are preferable, and in this respect our fair colony, with its grand climate, has been grossly slandered, especially in the old country, where the supposition exists to a large extent that the place is too hot for any active exertion. That Queensland possesses some magnificent specimens of manhood can be seen by the photographs included in this work. Men who have been bred and born and lived all their lives here compare very favourably with the inhabitants of any part of the world.

Brisbane, Maryborough, and Rockhampton are the only towns in Queensland in which rowing has flourished permanently. Bundaberg, Cootharaba, Townsville and Ipswich each started rowing clubs, but only spasmodic efforts were made to keep the sport alive. In the latter town one or two enthusiasts tried to resuscitate it, but their efforts were not responded to. Mr. Joseph McGrath, now a well-known solicitor in Ipswich, was among the hardest workers in the cause of rowing in Ipswich, as well as one of the best oarsmen.

The following is a list of the various clubs which have existed or still do exist in the towns abovementioned :—

Brisbane.—Amateur Boating Club, Princess Boating Club, Government Printing Boating Club, Star Boating Club, established in the early sixties. Brisbane Rowing Club, founded by Messrs. Ernest H. Webb, Godfrey Geary, Bryan Lynn, December 12, 1874, shed first at Kangaroo Point, afterwards removed to Walmsley's Point, South Brisbane, defunct in 1885. Mercantile Rowing Club, afterwards called the Kangaroo Point Rowing Club, founded about 1877, and amalgamated with the Breakfast Creek Rowing Club in 1887. Banks' Rowing Club, established in 1881, shed at McCleer's, Kangaroo Point, defunct in 1885. Commercial Rowing Club, founded October 4, 1877, membership roll about 140, colors light blue, shed North Quay. Breakfast Creek Rowing Club, afterwards called the Brisbane Rowing Club, established in 1885 at Breakfast Creek, and moved to the North Quay in 1894, membership about 110, colors cardinal and black, Markwell Boat House, North Quay. Toowong Rowing Club, founded in October, 1889, first President, Thos. Finney, Esq., M.L.A., shed opposite Cook's Terrace, Toowong Road; premises washed away by 1890 flood, but re-erected and again washed away by the 1893 flood. This latter club was particularly unfortunate, and disbanded after the 1893 disaster. Among

those who gave practical assistance the following may be specially mentioned:—Sir Thomas McIlwraith, Messrs. Thos. Finney, M.L.A., R. Gailey, Isaac and William Mayne, T. E. White, and G. W. Kibble. South Brisbane Rowing Club, established in 1896, and now struggling for existence, being thoroughly deserving of support.

MARYBOROUGH.—Maryborough Rowing Club, the present premiers of Queensland, established in 1877, colors dark blue, membership about 100. Wide Bay Rowing Club, established about 1881, defunct in 1891.

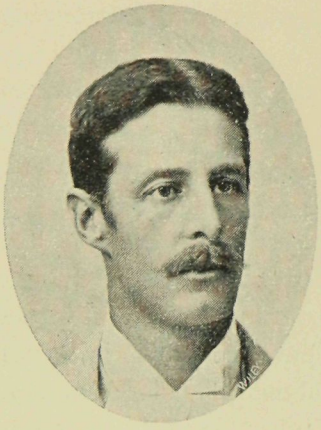
ROCKHAMPTON.—Fitzroy Rowing Club, afterwards and now called the Rockhampton Rowing Club, founded in 1877, and still continues active, membership about 40, colors black and old gold. Central Queensland Rowing Club, founded in 1882 principally by Phil O'Reilly, membership about 40, colors maroon, still active. Lake's Creek Rowing Club, founded in 1894, at present the premiers of Rockhampton, membership about 40, colors red.

The Queensland Rowing Association, which governs the Amateur Rowing of Queensland, was formed in 1889, the first Hon. Secretary being Mr. Howard S. Bliss, a well-known pains-taking rowing and sailing enthusiast. The present officials of the Q.R.A. are:—President: A. J. Callan, Esq., M.L.A.; Vice-Presidents: Hon. E. J. Stevens, John Ferguson, A. H. Wilson, M.M.L.C., Messrs. Thos. Finney and J. T. Bell, M.M.L.A., R. H. Roe, M.A., F. S. N. Bousfield, M.A., J. N. Devoy, Dan McTaggart, P. Frankel, Dennis O'Connor, and Harry Baynes; Subscribers' Delegates: Ven. Archdeacon A. E. David, Messrs. A. Burton, F. H. Cameron, and J. W. Hamilton; Hon. Treasurer: Mr. E. Colclough; Hon. Secretary: Mr. J. A. Cullinane.

Among others who have rendered good service to the Association are Messrs. Philip Frankel, Claude Musson, Ex-Secretaries; Hon. Horace Tozer, now Agent-General in London for Queensland, Fred. M. Hart, C. Lumley Hill, John A. Clark, F. W. DeLittle, W. A. Douglas, Harry, Ernest, and George Baynes, and others.

Among the many athletes who have competed in regattas in Brisbane, and who were proficient in other branches of sport, were Messrs. Ernest Winter and Tom Hughes. The former has been racing continuously since 1879, and is still an active oarsman. His record is an exceptional one, consisting of champion fours, open eights, senior fours, senior double sculls, senior pairs, senior sculls, and a number of club and open races. Mr. Winter seems to have adopted for his motto *Qui patitur vincit* (he conquers who

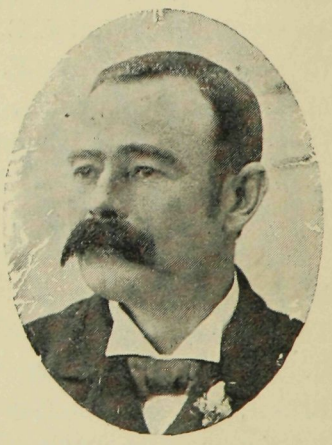
endures), as on every occasion when he has entered into athletic competition he has trained to stay, and in the old days his last mile of a three mile race was his best, as witness the great struggle for the 1884 championship, where the gallant Winter, after getting away badly, gradually crept on the leaders, passed Maryborough and Rockhampton, and scorning tired nature's mandate to slow down, he made a terrific effort to overhaul the leading crew, but just failed. Mr. Winter has stroked the Queensland Intercolonial eights of 1885 and 1893, both rowed on the Paramatta. In other sports Mr. Winter has excelled as a crack shot, an amateur horseman, and a good performer with the boxing gloves. The Commercial Rowing Club, of which Mr. Winter was captain for a continuous number of years, presented him with the grand silver cup (Goldsmith's Hall Co.'s Trophy) which they won, as a mark of esteem and in recognition of the many splendid services he had rendered the club, and also unanimously elected him a life member.



J. T. BELL, M.L.A.,

Vice-President, Queensland Rowing Association.

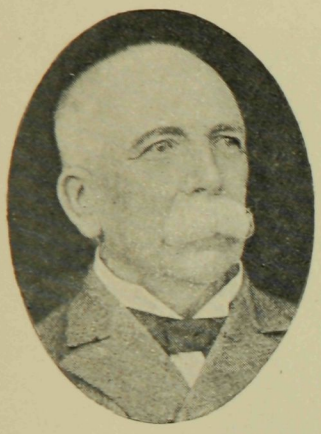
Mr. Tom Hughes, who was associated with Mr. Winter in a good few championships, was one of the finest athletes Queensland has ever produced. Of grand physique, he could stay all day, and under his easy going style there lurked grim determination which has been exemplified on many occasions. Tom was a crack oarsman, winning the under 20 maiden junior and senior fours, champion fours, senior double sculls, senior pairs, and maiden sculls. Rowing at 12st. 10lbs., and muscled all over, Tom was a picture which excited the envy of many an athlete. When the question of sending an Australian eight-oared crew to England in 1889 came up, the Southerners were unanimous (as was Queensland) in selecting Mr. Hughes as the Queensland representative. As a footballer, Tom has played for Queensland against New South Wales several times, and against the Maori and English teams. Played International and Intercolonial cricket, the former in the Queensland 15 against Shaw and Lillywhite's team, and in the latter against New South Wales and Victoria. As an amateur boxer, Mr. Hughes won the heavy-weight tournament at



J. N. DEVOY,

Vice-President, Q.R.A., and Life Member, C.R.C.

the Brisbane Gymnasium. Edward Hanlan, the well-known ex-champion sculler, was a great admirer of Tom's, and said that the Brisbane lad had a constitution like an iron safe. After leaving Brisbane, Mr. Hughes won rowing races at Rockhampton, but is now out of training, and residing in New South Wales, his latest weight being 17st. 4lbs.

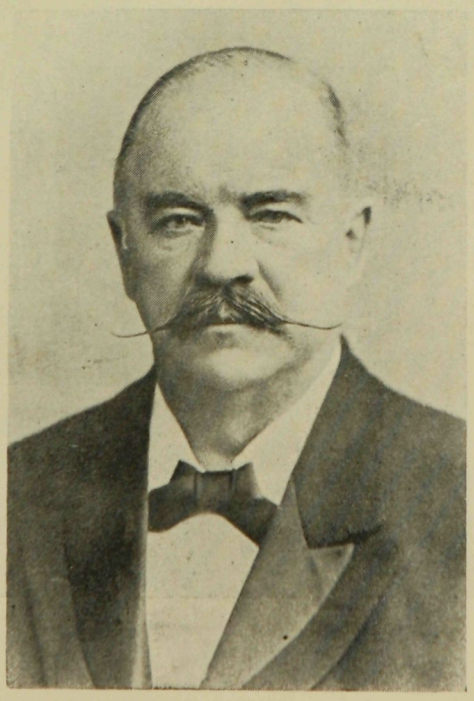


HON. E. B. FORREST, M.L.A.
A well-known yachtsman and competitor in the first Regatta.

Among those who have given support to the sport of rowing for a number of years may be mentioned Hon. E. B. Forrest, who has been continuously connected with regattas in the position of a competitor or an official ever since the foundation of Queensland. A competitor in the first regatta and umpire in the recent ones, his figure is a well-known one at aquatic sports. A tip-top sportsman—means what he says and says it when occasion demands—and is very particular that everything must be above board and straightforward.

Mr. R. H. Roe, M.A., Chairman of the Queensland Rowing Association and Vice-President of the Brisbane Rowing Club, himself rowed in his College crew as head of the river at Oxford in 1873, and for the Grand Challenge and Ladies' Plate at Henley in the same year, has been a staunch supporter of this his favourite sport. As head master of the Grammar School, Mr. Roe has encouraged a healthy desire among the youth of Brisbane for manly sport, and it is due to this gentleman's efforts that contests between Ipswich, Maryborough and Brisbane Grammar Schools have taken place. Mr. Roe has acted either as starter, umpire or judge at numerous Brisbane regattas. *Qui nil molitur inepte.*

Mr. Thos. Finney, M.L.A., is one of our best all-round sportsmen, and one who has always taken an active interest in the promotion of manly sports in Brisbane There is hardly a club, be it either rowing, cricket,



THOS. FINNEY, M.L.A.,
Vice-President Queensland Rowing Association.

F. Elliot (No. 7) A. Mulholland (No. 5) S. D. Darbishire (No. 6 R. H. Roe (No. 3)



A. E. Acland-Hood (No. 2) A. L. Smith (bow) K. J. Knowling (cox.) W. Farrer (stroke) H. Wedderburn (No. 4)

OXFORD HEAD OF THE RIVER CUP AND CREW.

Balliol College, 1873.

S D. Darbishire rowed stroke of the Oxford University Eight in 1868, 1869 and 1870, and stroke of the Oxford Four in the International Race against the American University of Harvard, which created so much excitement in England in 1869.

football, cycling, or harrier, on whose list of officers the genial and kindly Thomas Finney's name does not appear. For 21 years he has been a member of the Commercial Rowing Club; was Vice-President and President for years, and now occupies the position of Patron; is a Vice-President of the Queensland Rowing Association, and was one of the founders of the defunct Toowong Rowing Club, and is President of the Brisbane Gun Club. Mr. Finney is either Patron, President or Vice-President of the following:—Brisbane Bicycle Club, National Cricket Union, Queensland Amateur Athletic Association, Brisbane Gymnasium, Toowong Harriers, and numerous others, besides being a member of the Queensland Turf Club. In his younger days, in Ireland, Mr. Finney won the hurdle championship race in Phœnix Park, and was noted for his staying powers. As a chairman at a banquet or a smoke concert Mr. Finney is incomparable, his ready wit and genial manner completely winning the good will of all. The Commercial Rowing Club tendered Mr. Finney two complimentary regattas, one prior to his departure for the old country, and one on his return, and some time previously presented him with a handsome silver cup which they won, and which was given for competition by the late Governor, Sir Henry Wylie Norman. Mr. Finney has at all times given the most substantial and practical support to all forms of athletics, and he enjoys a popularity which is thoroughly deserved.

ROWING IN MARYBOROUGH.

ROWING in Maryborough has always been regarded as "the" sport, the first club formed there being the Maryborough Rowing Club, which came into existence in the year 1877, principally through the Messrs. Bartholomew forming themselves into a crew and racing all and sundry other crews who liked to pit themselves against them. The first meeting was held at the Custom House Hotel, on the 8th December of that year, at which about 30 persons were present, Dr. Harricks presiding, when it was decided to form the above club. A committee of ways and means was elected, with the result that in a short time they were able to report that about £180 had been collected.

At a meeting held on the 12th January, 1878, the following officers were elected:—President: J. E. Brown; Vice-Presidents: H. R. Buttenshaw, Dr. Power, R. B. Sheridan, C. Powell, Dr. Harricks; Hon. Secretary: F. C. Dunn; Hon. Treasurer: H. J. Gray; Committee: H. Monckton, E. S. Booker, A. Burkitt, E. B. C. Corser, T. Dickins, J. T. Annear, J. Jupp, F. Doyle, Neil Blue, N. Tooth. The club was formally opened on the 7th May, 1878, by a procession of boats.

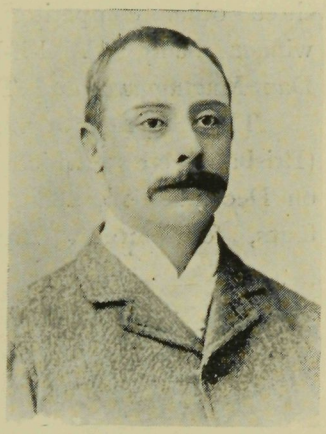
The first regatta was held on the 24th May, 1878, the principal races being the Challenge Cup and the Mayor's Race. The former was won by Meiklejohn's crew, who easily beat McFarlane's and the Dundathu crews. The Mayor's Race was an interesting one, as the winners of the Challenge Race had to meet the Bartholomew crew, who, for some unexplained reason, were debarred "as a crew" from rowing in the Challenge Race. The Bartholomew crew won rather easily, and thus secured the four valuable silver cups presented by R. M. Hyne, Esq.

A very noticeable feature about Maryborough Rowing is the number of brothers who have formed crews, and in some cases built their own boats. In the first champion race between Maryborough and Brisbane the brothers' Sim were in strong evidence, and in the last race the brothers' Newton and J. Barton occupied the stroke and No. 3 seats, respectively.

Up to the present this city has not attempted eight-oar rowing, their oarsmen preferring to stick to the fours, in which they have been very successful. There is no doubt about their ability to float a very fast eight when they do go in for this fascinating form of rowing, and it is to be hoped that in the near future we shall see a race for the Eignt-oar Championship of Queensland between crews representing Maryborough, Rockhampton and Brisbane.

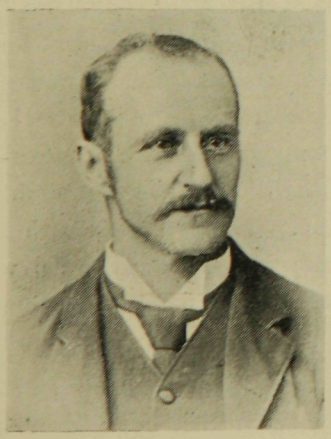
The late Dr. Harricks, and Mr. Neil Blue, deserve special mention for their many services to rowing in Maryborough.

Since the visit of the old Brisbane Rowing Club Four to Maryborough, in 1880, rowing in that town has steadily advanced, and Maryborough can claim at the present day to have one of the best-appointed fleet of boats in the colonies, consisting of all classes except eights, their fleet being augmented in 1893 by the purchase of the Toowong (Brisbane) Rowing Club's boats.



F. S. N. BOUSFIELD,
Vice-President and Ex-Chairman, Q.R.A.

May 24 (Queen's Birthday) has always been looked upon in Maryborough as regatta day, that being undoubtedly the most popular of the various holiday amusements held. To the credit of Maryborough be it said that no effort has been spared to make the various rowing events interesting to the public, and the members of the clubs have always been ready and eager to compete in such races as they were entitled to. They downed the Brisbane crew on the occasion of the latter's first visit to Maryborough, in 1880, and successfully followed that victory up by winning the champion and senior fours in Brisbane on December 10 of the same year.



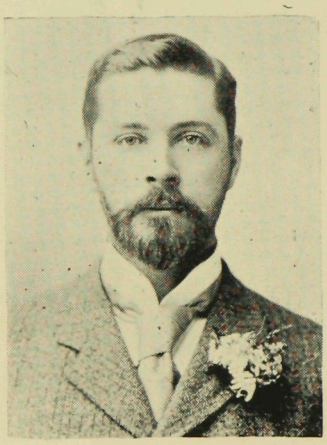
H. S. BLISS,
First Hon. Sec. Q.R.A.

In 1882 a first-class crew from the Commercial Rowing Club, Brisbane, competed in the champion fours, but Maryborough scored another win, the Brisbane crew being second after a hard tussle. T. O'Sullivan and J. N. Devoy (C.R.C., Brisbane), however, defeated the brothers Anderson in the double sculls, but O'Sullivan and O'Connor (C.R.C., Brisbane), had to strike their colors in the pair oar race to Messrs. Barton and Bartholomew after a hard struggle, only a quarter of a length separating them at the finish.

The regatta on May 24, 1883, was a great success, Inspector Lloyd being starter, Mr. James Sim umpire, and Mr. Percy Ramsay judge. The principal event was, of course, the champion fours of Queensland, which fell to the Wide Bay Rowing Club's crew, stroked by G. Julin. The junior fours saw four crews start, two from M.R.C. and two from W.B.R.C., the winners being "Ripple," M.R.C.—J. Cameron, R. Cameron,

Dan Mactaggart, and P. W. G. Pinnock (stroke). The double sculls was won easily by B. Bartholomew and H. J. Fetherston. The maiden sculls was won by G. T. Groundwate. Challenge double sculls resulted in a walk-over for J. McWatters and C. F. Barton, the other crew entered scratching. Single sculls, for the amateur championship of the Mary River, was won by the well-known Mounted Constable, Tom King, who defeated three other competitors. For the senior fours five crews competed, the winners being "Will-if-he-can," M.R.C.—H. A. Jones, P. W. G. Pinnock, Dan Mactaggart, and T. M. Barns (stroke).

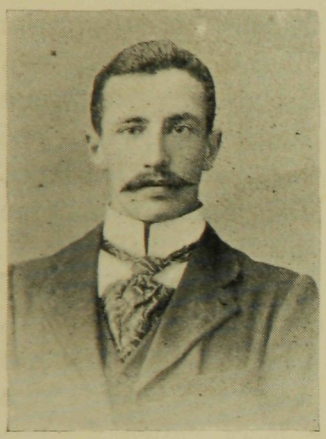
The 1884 regatta was a pronounced success, especially as the Commercial (Brisbane) crew, which defeated the two Maryborough crews at Brisbane on December 10, 1883, were competitors. The first race was the maiden fours, four crews starting, the winners being "Emily," W.B.R.C.—J. Shaw junr., H. Rogers, R. Shaw, and H. Shaw (stroke). The champion fours came next, and resulted in a win for the "Alma" crew—Dan Mactaggart (stroke). The junior fours fell to the W.B.R.C., "Mystery"—J. Fitzgibbon, C. Minihan, A. Wood, and H. MacCreadie (stroke). The single sculls was won by F. W. Barrymore. L. Quinn, of Brisbane, was entered for this event, but met with an accident when pulling up to the starting point, and had to retire. The pair oars was won by the W.B.R.C. "Tarragon"—G. H. Clarke and G. Julin (stroke). For the senior fours, four crews started, the winners being the "Little Nell," M.R.C.—H. Hood, H. J. Fetherston, B. Bartholomew, and G. C. D. Forster (stroke). The "Amy," C.R.C., Brisbane, competed in this race, but could only get third; P. Hardgrave occupying the stroke seat. The last crew in this event was the "I.O.G.T." crew, but their temperance principles did not carry them through as early in the race they dropped hopelessly astern. The double sculls fell to the Brisbane Commercial crew, R. T. Borton and L. Quinn (stroke) defeating the Central Queensland Rowing Club crew—S. Bartlam and P. J. Riley. The single sculls also went to the Brisbane Commercials, the popular Tom O'Sullivan winning as he liked, defeating C. F. Barton and W. Humphreys. A. Humphreys secured the maiden sculls, while the pair oars easily went to the M.R.C. Crew, P. W. G. Pinnock and D. Mactaggart, who defeated the Rockhampton pair—W. Hanley and M. Kaine. For the double sculls only local competitors started, four crews being entered, the winners turning up in B. Bartholomew and C. F. Barton (stroke).



CLAUDE MUSSON,

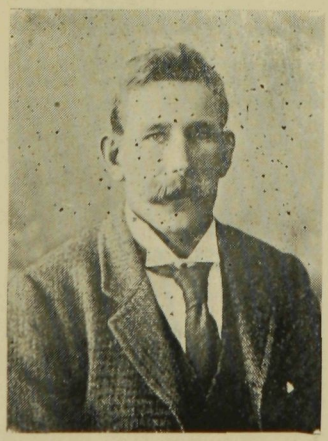
Ex-Hon. Sec. and Treasurer, Q.R.A., and Life Member of the B.R.C.

The 1885 regatta, although a most interesting one, was confined to competitors from the two local clubs. The maiden fours was won by M.R.C. "Gleam"—H. Gunn, O. Gunn, J. Gunn, and J. Goodwin. Three other starters. A fine race, won by four lengths. Single sculls—M.R.C., A. Humphrey. The champion four-oared race was won by the M.R.C. "Alma" crew, D. Mactaggart stroke. For the maiden sculls, G. Linklater was an easy winner. The junior fours brought out four crews, but the winners of the maiden fours were too good for the others, winning a hard race by three-quarters of a length only. The pair oars, two miles, was a most interesting race, there being four competitors, the winners being W.B.R.C. "Undine"—R. W. Leftwich and G. H. Clarke (stroke)—who defeated Messrs. B. and J. Bartholomew, P. W. G. Pinnock and Dan Mactaggart, and H. Hood and A. Wilmott. Junior pair oars, two crews, won by A. Humphrey and Abel Hyde (stroke); E. McSweeney, cox. Mr. Hyde is now Secretary, Queensland Turf Club, and Mr. McSweeney his chief assistant. Mr. Hyde, with F. Ward and the same cox., accounted for the junior double sculls. The senior fours was another win for the Gunn's (3) and Goodwin, this making their third victory in the one day—an excellent performance, considering the quality and freshness of the crews they met. F. W. Barrymore, sculling with great judgment, defeated Jas. McWatters in the champion sculls of the Mary River. The double sculls saw the Wide Bay couple win—H. Ready and P. Sullivan (stroke) defeating A. Humphrey and C. F. Barton.



J. B. ARTHUR,
Queensland Rowing Association.

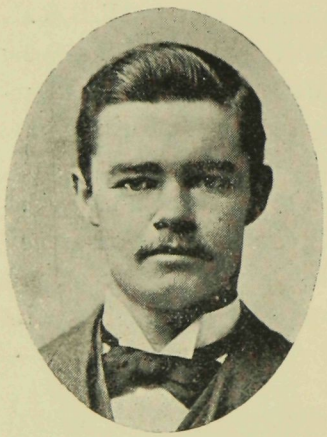
The 1886 regatta, although confined to the two local clubs, was full of interest. The racing commenced with the maiden fours, four crews competing, the winners being R. McDowall, W. Leslie, A. McDowall, and J. McDowall (stroke). This crew distinguished themselves by also winning the junior fours from three othersThe single sculls was won by G. H. Clarke, A. Humphreys being second. The champion fours fell to the redoubtable "Alma" crew, D. Mactaggart, stroke. C. Schrimf accounted for the maiden sculls, and Dan Mactaggart and B. Bartholomew had no difficulty in winning the pair oars.



W. A. DOUGLAS,
Queensland Rowing Association.

The junior double sculls went to the Wide Bay crew—J. Shaw and C. Minihan (stroke). A four-oared race for youths was won by the Grammar School crew in the "Haidee," the names being F. Bryant, A. Bryant, N. Barton, P. Dillane (stroke). In the champion sculls of the Mary River Humphreys reversed his former defeat by G. H. Clarke. For the senior fours three crews started, the winners being W.B.R.C. "Mystery"—J. Fechnay, G. H. Clarke, W. Cooper, and A. Brown (stroke). This was a great race, and provided a magnificent finish between the winners and Waterson's and Hyde's crews, only a bare half-length separating the latter. The double sculls was won by the W.B.R.C.—C. Minihan and P. Sullivan (stroke) after a great tussle with G. C. D. Forster and B. Bartholomew.

1887—The regatta of May 24, 1887, was particularly interesting, and once more saw a crew competing from the Commercial Rowing Club, Brisbane. This was an unlucky day for the Wide Bay Rowing Club, as they did not score a single win. The maiden fours started the programme, four crews competing, the winners being M.R.C. "Haidee"—J. Walker, C. Purser, F. Wearin, and A. Negus (stroke). This crew also won the junior fours, three starters. The single sculls went to H. Hood, who defeated A. Humphreys and G. H. Clarke in that order. The champion fours fell to the "Fiona" crew. In the maiden sculls Newt. Barton defeated H. Hood by a narrow squeak. Barton capsized at the winning point, but got home one foot in front of Hood. For the senior pairs four crews started, including T. Hughes and E. Winter, from the Brisbane Commercial Rowing Club. This pair had the race in hand from the start, and won easily by four lengths. The same couple also won the senior double sculls, defeating two other crews easily by ten lengths. The four-oared race for youths under 19 was won by M.R.C. "Gleam"—N. Adair, A. Bryant, P. Holme, and Newton Barton (stroke). The champion sculls of the Mary River was won easily by A. Humphreys. The senior fours proved a victory for the champion Maryborough crew, as they again defeated the Brisbane Commercials and the Wide Bay crew in that order.



C. ROGERS,
Queensland Rowing Association, and Hon. Sec., C.R.C., Brisbane.

The 1888 regatta saw the stubborn Brisbane Commercials again competing for the championship, stroked by the gallant Ernest Winter. The Wide Bay Rowing Club won by far the majority of races. They started by accounting for the maiden fours with F. Weinheimer, J. Benstead, H. Poulter, and H. Wilson (stroke), defeating two crews from the M.R.C.,

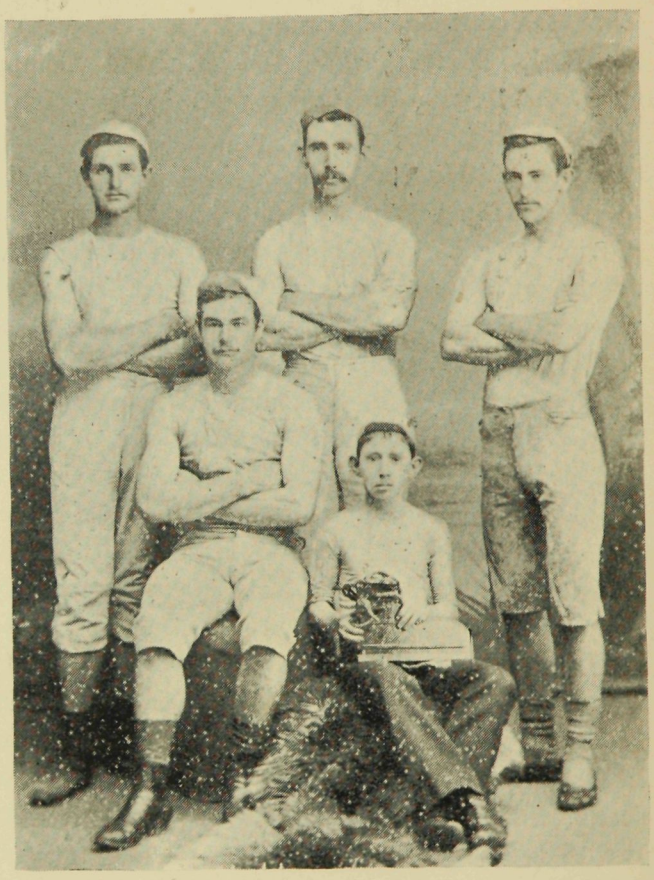
and afterwards won the junior fours. P. Sullivan, W.B.R.C., defeated C. Schrimf in the senior sculls. The four-oared race for youths under 19 went to the M.R.C. "Haidee"—F. H. Kilner, R. Briggs, W. Buttler, and F. Tooth (stroke). Then came the champion fours, which the Brisbane Commercial Rowing Club crew easily won, defeating the "Alma" and "Fiona" crews. The senior fours was won by the M.R.C. "Haidee"—A. C. Negus, C. J. Purser, P. Stollznow, and N. Barton (stroke). The senior pairs saw T. Hughes and E. Winter, of the Brisbane Commercial Club, easily defeat Messrs. J. T. and F. Wearin. The maiden sculls went to F. J. Clarke; while the Brisbane Commercials (D. O'Connor and F. J. Isles) won the junior pairs anyhow, but were defeated in the sculls after a great go, and disqualified for the pairs. P. Sullivan, W.B.R.C., defeated T. Hughes, C.R.C., in the champion sculls.

The 1889 regatta did not bear favourable comparison with regattas of previous years. The day's sport as a whole was tame, the entries being scanty, and the absence of champion fours and outside crews to compete was a drawback only slightly compensated by the presence of two scullers, J. B. Johnston, of Bundaberg, and R. F. Shekelton, of the Breakfast Creek Rowing Club, Brisbane. The maiden and junior fours were won by the Wide Bay Crew "Princess"—J. O'Gorman, J. McNulty, A. Watson, and P. Sullivan (stroke). The maiden sculls went to E. G. Barrymore, while the single sculls for the Chronicle Cup was won by P. Sullivan, who defeated N. Barton and H. Hood. The junior double sculls was won by the M.R.C. "Spray"—P. Stollznow and N. Barton (stroke). Junior pairs, M.R.C., Goodwin and J. Benham (stroke), defeated two W.B.R.C. crews. The race for the champion sculls, two miles, was a duel between the visitors, Johnston and Shekelton, the other starters, Stollznow and Sullivan, not having proper wager boats. Johnston easily defeated the Brisbane man by six lengths. The last race of the day was the junior sculls, which E. G. Barrymore placed to his credit.

1890—November 8. This regatta was held by the Maryborough Rowing Club, and was of more than passing interest, as a team from Bundaberg competed in the senior fours, senior pairs, and senior double sculls. The trial fours was won by the W.B.R.C. "Princess"—T. Moles, C. Poulter, F. Nagel, and D. Rose (stroke). The champion sculls of the Mary River saw young Newt. Barton defeat P. Sullivan by eight lengths. The trial pairs and double sculls were won by A. Stollznow and W. Westphal. The most important event, the senior fours, one and three-quarters mile, now came on, and the Bundaberg visitors, who rowed in the "Fiona"—F. O'Donnel, J. Rankin, R. S. Harvey, and H. Forty (stroke), won a well contested race from the "Doris"—A. McDowall (stroke), and

the "Alma"—J. Mactaggart (stroke). The senior pairs and double sculls saw the Bundaberg Rowing Club crew (J. Rankin and R. S. Harvey) go down before the powerful P. Sullivan and N. Barton. The maiden sculls was won by F. Walker, who defeated G. Booker and J. Thompson.

1891—This regatta again saw crews from the Brisbane Commercial Rowing Club and Bundaberg Rowing Club competing. The regatta was a great success, although the finishes in most cases were not exciting. The first race, junior fours, was won by the M.R.C. "Haidee"—A. G. Stollznow, J. R. Thompson, L. G. Dickens, S. Adam (stroke). The champion fours of the Mary River, 3 miles, was won easily by the M.R.C. "Vendetta"—A. Negus, J. Benham, P. Sullivan and Newton Barton (stroke); the Brisbane Commercials — J. H. Williams, W. J. Rylance, F. Armstrong, and F. W. De Little (stroke), being second; with the Wide Bay Club "Doris"—three Poulter's and A. McDowall, last. Barton's crew had the race in hand from the word "go," the Brisbane crew defeating the Wide Bays by two lengths. The senior fours saw the same three crews start, and Barton's crew again won easily, but the Wide Bays reversed the former order by getting second place. The junior sculls was won by P. Walsh, and the senior sculls by H. G. Hood. The junior double sculls fell to G. Woodward and C. Hellmuth. Sullivan and Barton easily defeated the Brisbane Commercial crew—F. Armstrong and F. W. De Little—in the senior pairs, and fairly ran away with the senior double sculls from the other Brisbane couple—W. J. Rylance and J. H. Williams.



NEWTON BARTON (Stroke) P. SULLIVAN (No. 3) A. NEGUS (Bow)
J. BENHAM (No. 2) J. SULLIVAN (Cox.)

The under 19 pairs saw the Bundaberg lads M. Condon and J. Lever score a meritorious win over three M.R.C. pairs In the four-oared race for youths under 19 the Bundaberg crew were defeated by the M.R.C. "Haidee"—A. Collins, H. Burn, A. Horsburgh, and A. G. Stollznow. The junior pairs was won by A. G. Stollznow and S. Adam. This was the last regatta in which the Wide Bay Rowing Club competed, as owing to lack of support it became defunct, the boats being wrecked during the flood, when the side of the shed fell in.

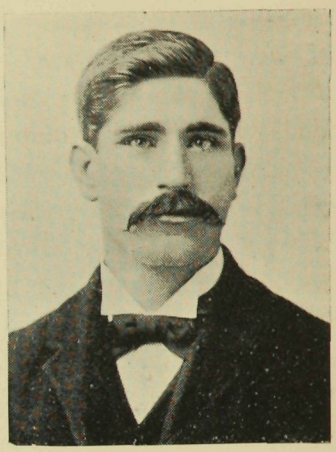
The 1892 regatta fell rather flat, only two crews competing in each event from the one club—the M.R.C. The under 19 fours was won by A. Watson, H. B. Harricks, A. I. Blue, and G. Booker; junior sculls, A. Sullivan; champion fours and senior fours, A. Negus, F. Nagel, P. Sullivan, and N. Barton (stroke); junior pairs, A. Horsburgh and P. Walsh (stroke); under 19 pairs, H. B. Harricks and A. Watson; junior fours, A. Watson, J. Allen, T. King, and S. Watson (stroke); junior double sculls, A. G. Stollznow and W. Westphal: senior sculls, N. Barton.

1893—This year was a disastrous one for rowing, both in Maryborough and Brisbane, the record floods washing away sheds, and generally crippling the colony's finances. Under these circumstances the usual Maryborough regatta on May 24 was impossible.

1894—The regatta of May 24 was not the success previous regattas had been, as only crews from the Maryborough Rowing Club competed; but, nevertheless, a great deal of enthusiasm was thrown into it, principally through the exertion of Mr. John Cameron, the Hon. Secretary, now the local Manager at Warwick for the New Zealand Insurance Co. The maiden fours was won by J. White, W. Gordon, J. Minihan, and T. Byrne (stroke); under 20 pairs, J. A. Hockley and C. H. B. Morton (stroke); junior double sculls, W. Gordon and S. Adam (stroke); junior pairs, J. Minihan and T. Burns; junior fours and house fours, A. Aitken, J. Bayley, J. Anderson, and A. Sullivan (stroke); junior sculls, F. E. Walker; under 20 fours, H. E. Harrington, A. Walker, R. Harricks, and F. T. Lukin (stroke); footballers' fours, H. B. Harricks, T. Stuckey, A. Horsburgh, and W. Gordon (stroke).

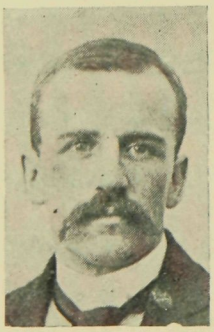
1895—May 24. This regatta took place under adverse weather circumstances, as rain fell nearly all the afternoon. The champion fours of the Mary River and the champion pairs fell through. Mr. Dan Mactaggart came up from Brisbane specially to act as starter. The maiden fours was won by the "Gipsy Queen"—J. Smith, J. Byrne, A. Brocker, and F. Bolwell (stroke). Junior double sculls, for medals presented by Mr. D. Mactaggart, E. Sullivan and E. Wearin (stroke) were the winners. The junior fours was won by the "Myall"—A. Hockley,

N. O'Kelly, W. Cummings, and T. T. Stuckey (stroke). Under 20 pairs fell to G. Horsburgh and J. Hart (stroke). The trade fours saw the "Dauntless" crew—W. Robinson, N. Campbell, E. Sullivan, and E. Wearin—win a good race by two lengths. For the junior sculls there were four competitors, E. Sullivan proving the winner. The junior pairs was won by the "Thelma"—A. Hockley and T. T. Stuckey (stroke). The under 20 fours fell to the "Lurline"—F. Booker, S. Hyne, G. Horsburgh, and J. Hart (stroke). The last rowing event was the senior fours, distance one and a-half mile, and was won by the "Doris"—W. Gordon, T. Burns, A. Horsburgh, and A. H. Wilmott (stroke).



A. BURTON,
Ex-Hon. Sec., Q.R.A., and Captain, C.R.C., Brisbane.

1896—May 25. This regatta once more saw visiting oarsmen competing, crews entering from the Commercial Rowing Club, Brisbane, Brisbane Rowing Club, and Cootharaba Rowing Club, Noosa. The under 20 fours and junior fours were won easily by the Commercial Rowing Club, who in the maiden fours had the misfortune when leading, and having the race in hand to break an oar. The crew were as follows:—J. E. Mellifont, T. P. Volkman, Jos. Grant, and F. B. Whitman (stroke). The Brisbane Rowing Club crew won the maiden fours, but were easily defeated in the champion fours of the Mary River by the Maryborough crew. The Brisbane crew were J. A. MacConachy, D. Milne, S. B. Boland, and W. Cowton (stroke). The Cootharaba men, H. Hatch and C. Ross, won the junior double sculls from two Maryborough crews, but fell easy victims to M.R.C., A. Sullivan and P. Walsh, in the champion pairs. H. Hatch, Cootharaba, won the junior sculls, defeating three Maryborough competitors. The under 20 pairs was won by M. and G. Horsburgh, Maryborough, who defeated the Commercial pair, J. E. Mellifont and F. B. Whitman. The champion fours was won by the M.R.C. crew—A. Sullivan, F. Nagel, W. Gordon and P. Walsh (stroke). The champion sculls of the Mary was won by A. Sullivan, and the Cootharaba pair, H. Hatch and C. Ross, defeated two Maryborough pairs in the junior event.



J. A. CULLINANE,
Hon. Sec., Q.R.A.

May 24, 1897—Cootharaba and Brisbane Rowing Clubs were the only visitors on this occasion, and between them they did not secure a single win, Maryborough sweeping the board. The senior and

champion fours of the Mary River were won by M.R.C. "Doris"—A. Negus, W. Archibald, H. B. Harricks, and W. Gordon (stroke)—from another Maryborough crew. The maiden fours, in which two Brisbane Rowing Club crews competed, was easily won by the M.R.C.—Geo. Booker, M. Horsburgh, G. Horsburgh, and S. Hyne (stroke). The Brisbane crews were as follow:—A. J. Hughes, F. W. Lee, T. Bryce, and R. W. Corden (stroke); and C. Briscoe, H. Ball, M. Bryce, and E. Ayscough (stroke). The champion pairs saw the Maryborough men, W. Gordon and W. Archibald, easily defeat H. Hatch and C. Ross, of Cootharaba. J. Sullivan won the junior sculls; and the junior fours, three crews starting, fell to M.R.C.—P. Lyden, E. Sullivan, R. Dunlop, and E. W. Wearin, the Brisbane crew, stroked by Corden, being a bad last. An innovation on this regatta programme was a lady's champion pair oar race, which was won by the Misses Wearin. A. Sullivan easily won the champion sculls of the Mary River from H. Hatch, Cootharaba. The maiden pairs saw Maryborough defeat two crews from each of the visiting clubs, the winners being Geo. Booker and M. Horsburgh. The junior pairs was won by E. Sullivan and E. W. Wearin.

1898—May 24. This regatta was an unqualified success, visiting crews competing from Brisbane and Rockhampton. The Maryborough Club having won the four-oared championship of Queensland at Brisbane, in November, 1897, this event figured on the programme, and was won again by Maryborough. The senior fours saw a fine race between Maryborough, Rockhampton, Brisbane, and a second Maryborough crew stroked by S. Hyne. They finished in that order, and the three first crews were the competitors in the champion fours. The champion pairs, between two Maryborough crews, was won by E. Wearin and J. Barton (stroke), the latter oarsman stroking and winning the maiden and junior fours. The champion sculls of Queensland was easily won by Alick Dennis, of Commercial Club, Brisbane, from A. Sullivan, Maryborough. M. J. Slack, then the amateur champion, found at the last moment that business prevented him from competing in this event.

1899—May 24. Maryborough was *en fete* for this year's regatta, both Brisbane and Rockhampton sending strong crews, the former having two teams. The Metropolitan crew for the senior and champion fours of the Mary River, was the one that had won everything before them in Brisbane, and their meeting with the Maryborough champions was eagerly looked forward to. Rockhampton and Brisbane entered crews for the junior fours and invitation fours. The regatta started with the maiden sculls, which was easily annexed by J. Barton (13st. 6lbs.), a brother of the well-known Newt. The maiden fours fell to the home crew—H. McWatters bow,

W. Grant No. 2, H. J. Campbell No. 3, C. R. Jacobi stroke, being the winners. The senior fours, one and a-half miles, and champion fours of the Mary River, two miles, were both won easily by the champions of the Brisbane River, viz. :—Brisbane Rowing Club—R. McCowan, bow, 12st. ; Noel H. Drury, No. 2, 12st. ; A. H. G. Drury, No. 3, 12st. 3lbs.; J. B. Arthur, stroke, 11st. 4lbs.; A Mitchell, cox., 5st. 6lbs. The former event was rowed in 8min. 21½secs., and the latter in 10min. 31secs. Neither race requires any description, as the winners took the lead at once in each event, and were never pushed, winning very easily. The junior and invitation fours, one and one and a-quarter mile, respectively, were both placed to Maryborough's credit by a slashing crew, consisting of J. Sullivan, bow, 9st. 6lbs.; J. M. Horsburgh, No. 2, 10st. 10lbs.; G. T. Horsburgh, No. 3, 11st. 6lbs.; J. Hart, stroke, 11st. In both events they defeated the Brisbane crew, stroked by E. P. T. Griffith, and the Rockhampton representatives, stroked by H. Perrier. The Metropolitan crew was second in the junior event, but they had to strike their colors for second place to Rockhampton in the invitation fours. The junior pairs, for which two home crews competed, fell to G. T. Horsburgh, bow, and J. Hart, stroke ; while the senior sculls fell to A. Sullivan (Maryborough), who defeated A. H. G. Drury (Brisbane) and his fellow townsman, J. Sullivan. The under 20 fours saw the Maryborough Grammar School boys defeat another Maryborough team stroked by W. O'Brien. The winning crew was boated as follows :—J. Hart, bow ; G. Hill, No. 2 ; M. Horsburgh, No. 3 ; and A. Moreton, stroke. It was gratifying to see a Grammar School four competing, and their win must have been very satisfactory to the Hon. E. J. Stevens and Mr. Jack Mactaggart, who recently visited Maryborough with a view to arranging an annual Grammar School contest between Brisbane, Ipswich, Maryborough, and Rockhampton.

Before closing this chapter on Maryborough Rowing, a word or two can well be said of good old Dan Mactaggart. In his day he was one of Queensland's best strokes, and combined all the qualities, personal and physical, essential to the position he occupied as stroke of Maryborough's champions. Of a genial and kindly disposition, yet withal possessing any amount of grim determination, as evinced in his great battles, he was a favorite with his opponents as well as with his own club mates. To Mr. Mactaggart is due to a great extent the success of Maryborough rowing, and Maryborough recognised this by presenting him with a silver cup and a gold watch and chain at a ball given in his honor in the Oddfellow's Hall on July 6, 1892. Captain Boult, Harbour Master, made the presentation, and in a racy speech spoke in eulogistic terms of Dan's manly qualities and the generous assistance he had always given to the sport.

ROWING IN ROCKHAMPTON.

ROCKHAMPTON, like Maryborough and Brisbane, went in largely for aquatics, and the regattas held on the Fitzroy River from time to time have been keenly contested. The first club started was the Fitzroy Rowing Club, founded September 1st, 1877. Among the first list of members were the names of Messrs. Stewart W. Hartley, J. Pattison, senr., James Stewart, Adolf Feez, senr. (father of Mr. Adolf Feez, now a well-known Brisbane sportsman), W. Knox D'Arcy (of Mount Morgan fame), C. Hardie Buzacott (now Hon. M.L.C.), E. K. Ogg, and P. W. Pears. The inaugural regatta was held on May 24, 1878, the principal event, the senior fours, for prize cups valued at £21 and championship of Rockhampton, being won by E. K. Ogg, S. W. Hartley, H. Salmon, and W. Sewell (stroke).



S. W. Hartley (No. 2) E. K. Ogg (Bow) H. Salmon (No. 3)
W. Sewell (Stroke).

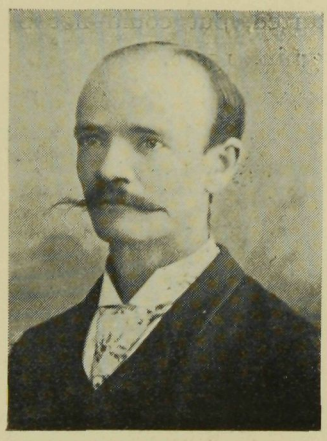
Numerous regattas and races for house fours followed, and the aquatic sport fairly boomed. The opening of the season of 1879 was the occasion of a procession of boats, eleven in all, manned and occupied by the prominent officials of the Club. Mr. Hugh Milman (now Commissioner for Stamps) stroked the pleasure skiff "Minnehaha," Mr. Adolf Feez steering. The skiff "Gracemere" contained among others the Club President (Captain Hunter), Mr. W. Pattison (Vice-President), while Mr. W. Knox D'Arcy and Mr. T. S. Hall were amongst the crew. The gig "Meteor" was stroked by Mr. E. K. Ogg. Great interest was taken in this display, and the function wound up with a Four-oared Gig Race, won by W. Oliver, G. Potts, G. F. Elliott, and T. Barns (stroke). In 1880 the club was called the Rockhampton Rowing Club, and regattas were held regularly twice a year, with occasional races Bachelors v. Benedicts, and Mercantile Houses v. The Banks. Mr. Sidney Williams was among the prominent scullers of these days, and Mr. S. W. Hartley was the most prominent oarsman. Mr. H. W. Johnson, who had learned his rowing in the London Rowing Club, was a crack oarsman and sculler. One of the best races rowed on the Fitzroy was on March, 1881, when an event called the

Challenge Fours was contested, the winners being W. Schmidt (now of the Q.N. Bank, Brisbane), J. M. Headrick, W. Flynn (the well-known proprietor of the Carlton Club Hotel, Brisbane), and C. W. Bowman (stroke).

The regatta of August 1st, 1882, was up to that time the best ever held in Rockhampton, and one that will ever be remembered by those who witnessed it. It was the occasion of the visit of crack crews from Maryborough. Three grand challenge races were arranged, namely—Fours, 3 miles; double sculls, 2 miles; and pairs, 2 miles. The Rockhampton men trained hard, and public interest was at concert pitch. The fours was won by the Maryborough Rowing Club "Fiona"—G. C. D. Forster, H. J. Fetherston, B. Bartholomew, and A. H. Wilmott (stroke), the Rockhampton crew being E. K. Ogg, S. G. Hill, S. W. Hartley, and H. W. Johnson (stroke). The visitors won by five lengths, the time being 17min. 57sec. The double sculls was secured by the home team, Messrs. S. W. Hartley and H. W. Johnson defeating A. H. Wilmott and Bland Bartholomew. The visitors led for the first part of the race, but the home team, rowing with grim determination, gradually overhauled them and won easily by a dozen lengths. The Maryboroughs won the rubber in the senior pairs, Fetherston and Forster defeating J. H. Forbes and S. G. Hill after a tough contest. Stewart Hartley also won in the senior fours and house fours. Mr. F. M. Hart (now of Brisbane and one of our Australian champions) rowed in the latter event. J. Markcrow won the champion sculls. In 1883 the junior fours was won by the Central Queensland crew, stroked by Sunderland. The senior and champion fours were won by M. Kaine (stroke), Stanley, Howe, and M'Lelland (bow). Phil O'Reilly and Bartlam won the senior double sculls, while the senior pairs was accounted for by M. Kaine and Stanley. Rockhampton's crack stroke, M. Kaine, took crews both to Brisbane and Maryborough for the champion fours, but was unsuccessful although always a game and determined man. He is now located in New Zealand. On August 15th, 1885, the annual regatta was held, and on the programme figured the race for the four-oared championship of Queensland, which was won by the visiting crew from Maryborough, stroked by the great Dan Mactaggart, Kaine's crew being second. Four boats started, including one from the Wide Bay R.C., Maryborough. Messrs. Mactaggart and Bartholomew easily won the pairs, but Rockhampton, with J. Bartlam and M. Stanley, accounted for the junior double sculls, defeating the visiting pair. W. Poole, Rockhampton, won the three sculling events—maiden, junior, and senior. W. O'Neill competed in this regatta, and many years afterwards he was rowing in Winter's champion four at Brisbane, having moved to that city. On June 13th, 1888, Edward Hanlan, after being defeated for the world's

championship, entered into a match with Edward Trickett, to be rowed at Rockhampton, where Trickett was residing. The match caused some excitement, but the race itself was devoid of interest, as Hanlan won as he pleased.

June 16th, 1888, was the date of a very important race at Rockhampton, for the champion sculls of Queensland, Mr. G. J. Ruwald, of the Mercantile Rowing Club, Sydney, and amateur champion of New South Wales, being among the competitors. The other starters were Messrs. J. B. Johnston, of Bundaberg, Gough Shaw and W. Poole, of Rockhampton. The race was over a two-mile course, and resulted in an easy win for the New South Wales champion, the others finishing in the above order. The time was 11min. 39sec. The trophies were exceptionally good, being of the value of £40 for first and £10 for second, Mr. Ruwald receiving a handsome gold chronometer to mark his win.



MR. PHIL. O'RIELLY,
Central Queensland Rowing Club.

Coming down to September 30th, 1890, the carnival provided solely by Mr. Thomas Skarratt Hall, the well-known Mount Morgan director, took place. For the rowing alone £450 was distributed in prize money and trophies, the well-known professional scullers Peter Kemp, James Stanbury, and Chris. Neilsen, accompanied by Mr. Jack Deeble, making the trip from Sydney. Mr. Hall spent over £3000 in promoting various sports connected with this carnival.

The regatta was held in the Lighthouse Reach, six miles from town, but the events on the programme were far too numerous, some of the items being abandoned. Mr. Tom Hughes, the well-known crack athlete and oarsman, who had removed to Rockhampton from Brisbane, was the hon. sec. and took part in several of the races. The starter and judge were respectively Messrs. B. Fahey and F. Linthwaite.

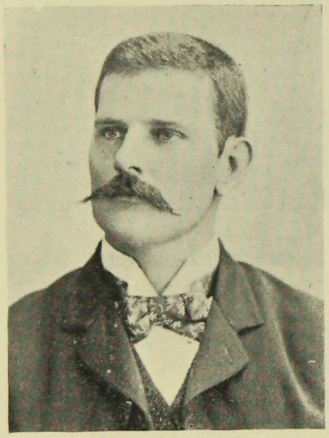
The trial fours for youths under 20 was won by the R.R.C. crew—A. Davis, A. Walker, S. Martin, and J. F. Lyons (stroke). Tom Hughes easily accounted for the junior sculls, while the maiden, junior, and senior fours were all won by the R.R.C. crew—J. Gordon, H. O'Neill, C. A. Mathias, and T. Kingel (stroke).

The amateur champion sculls, 2 miles, was placed to the credit of J. B. Johnston, of Bundaberg, the trophy being valued at £20; time, 17min. 59sec.

The champion fours of the Fitzroy River, distance 3 miles, for trophies value £50, was won by the Central Queensland crew—"Waratah," P. J. O'Rielly, G. Dorrell, R. Dickie, J. Pfaff (stroke). The time was very slow, 24min. 17sec.

F. Humphries won the maiden sculls, and the nursery sculls for youths under 18 went to the veteran champion's son, E. Trickett, junr. The champion pairs, for £10 trophies, was easily won by W. Poole and Tom Hughes, who raced in a four-oared gig. The allcomers sculling race was won by Peter Kemp, J. Stanbury being second and Chris Neilsen third. The latter lost second place through fouling a buoy near the finish. The prize money was—first £200, second £50. J. I. Markrow, the local man, started, but could not be expected to live with the southern cracks. Time, 17min. 15sec.

For the consolation sculls Chris. Neilsen and J. I. Markcrow faced the starter, the former winning easily. The prize money for this event was £50 and £15.



MR. W. L. HOBLER,
Rockhampton Rowing Club.

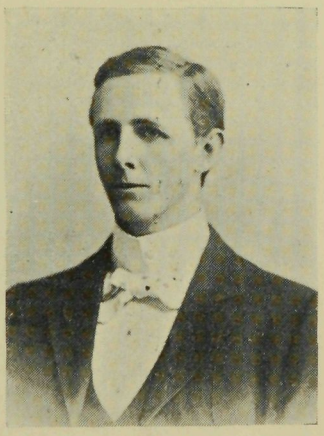
On October 6th following a handicap sculls, 3 miles, was rowed. Markcrow, 30sec.; Neilsen, 12sec.; Stanbury, 4sec.; and Kemp, scratch. There was only one prize for this event—£100. Markcrow was overhauled at the first mile and gave up, and a great race between the three other competitors resulted in a win for Peter Kemp, with Chris. Neilsen second and Stanbury third. The time was 19min. 55sec., the race being rowed against a strong tide.

The Central Queensland Rowing Club was now well established, and the annual regattas were the joint strength of the two clubs. The principal races were the four-oared championship of the Fitzroy River and the champion sculls of the Fitzroy. Coming down to later dates: In 1891, the winners were—Fours, Rockhampton Rowing Club (P. J. O'Reilly, R. Dickie, G. Dorrell, and W. Poole stroke); while the sculls fell to M. Kaine. May 24, 1892, the champion sculls again fell to M. Kaine, the winners of the champion fours being M. M'Gavin, H. A. Walker, W. Callaghan, and T. Kingel (stroke). On August 14, 1892, a sculling race of more than passing interest took place, and was won by W. L. Hobler, the well-known and energetic hon. regatta secretary. A protest was entered in the first race, which Hobler won, and it was re-rowed with the same result. Mr. Hobler also appropriated the senior sculls on October 2, 1892, and won the champion sculls of the Fitzroy on May 24, 1893, the championfours falling to G. Hall, M. M'Gavin, C. A. Mathias, and T. Kingel (stroke).

May 24, 1894, saw W. G. Slack (a cousin of champion M. J. Slack) competing, and also a crew from the Maryborough Grammar School.

Slack had earned a reputation in Brisbane as a sculler, and has in late years amply justified the previous good opinion formed of him by becoming both the champion oarsman and sculler of the Fitzroy. The schools race between the Maryborough and Rockhampton Grammar Schools fell to the visitors, they being defeated, however, in the under 20 fours by the Central Queensland crew. W. G. Slack easily "ran away" with the champion sculls.

May 24, 1895. This year saw a new club formed and competing—the Lake's Creek Rowing Club, which was composed principally of employees of the Fitzroy Meat Works. W. G. Slack was the prime mover in the new club, and succeeded in establishing it on a sound basis, generous assistance being given by the Fitzroy Meat Co. The new club opened most auspiciously by winning seven events, including the senior and champion fours and the champion sculls of the Fitzroy River. The winners of the two fours were J. Jones, W. Towe, C. Busby, and W. G. Slack (stroke). W. G. Slack won the champion sculls from W. L. Hobler.



MR. B. H. O. ST. JOHN.

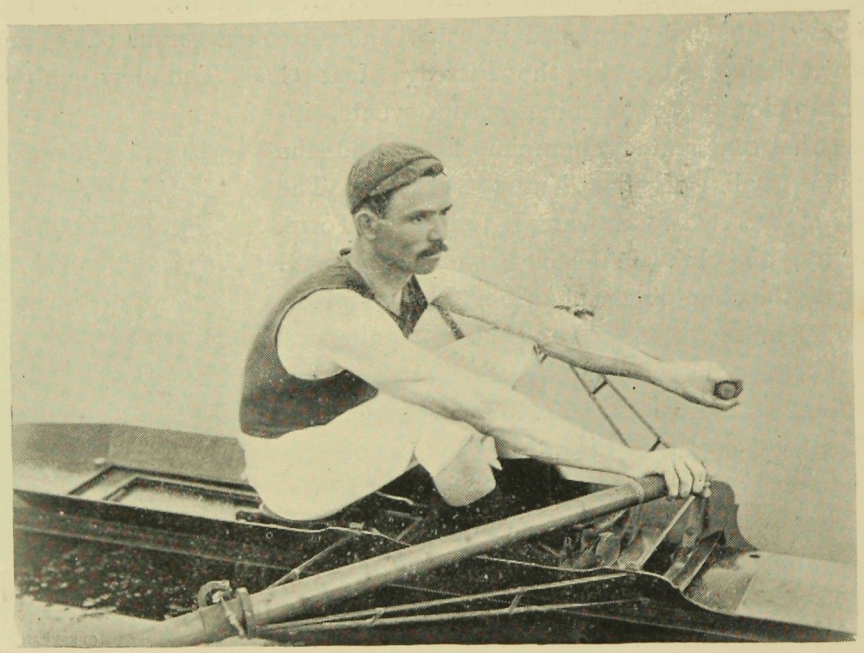
On October 12, 1895, a handicap sculls was contested, the winners being W. L Hobler, 5secs. start, first; R. Kean, 20secs. start, second; and W. G. Slack, scratch, third.

October 3, 1896, was a most successful regatta, M. J. Slack, the then amateur champion sculler of Australia, competing, as well as crews from Maryborough. Slack's appearance on the Fitzroy aroused keen interest, his style and physique being greatly admired. The race for the champion sculls was simply an exercise paddle for him, the Maryborough sculler, A. Sullivan, being unable to extend the champion. The senior and champion fours fell to the Lake's Creek crew, J. Jones, C. Donny, C. Busby, and W. G. Slack defeating the Rockhampton Rowing Club crew, stroked by the crack ex-intercolonial champion, B. J. Beirne. The Maryborough crew were defeated in the maiden junior and trial fours, and also in the senior double sculls, the latter going to the victorious Lake's Creek club, J. Jones and W. G. Slack being the representatives.

The 1897 regatta was held on October 16, the champion fours of the Fitzroy being won by R. F. Swanwick, H. O'Niell, C. A. Mathias, and T. Kingel (stroke). This crew, however, had to strike their colors in the senior fours to a crew brilliantly stroked by B. H. O. St. John, the latter being second in the champion fours. The champion sculls eventuated on

October 23, and resulted in a win for W. Callaghan by half a length from W. L. Hobler.

The 1898 regatta was held on October 8. The programme included an invitation junior fours and junior fours, which Maryborough competed in and won, these being the only two races in which they started. The champion fours was a walk-over for the redoubtable Lake's Creek men, no other crew entering. W. G. Slack again won the champion sculls of the Fitzroy. The senior pairs went to the Lake's Creek crew (J. Jones and W. G. Slack), the same club accounting for the maiden and senior



MR. W. G. SLACK,
Champion Sculler of the Fitzroy.

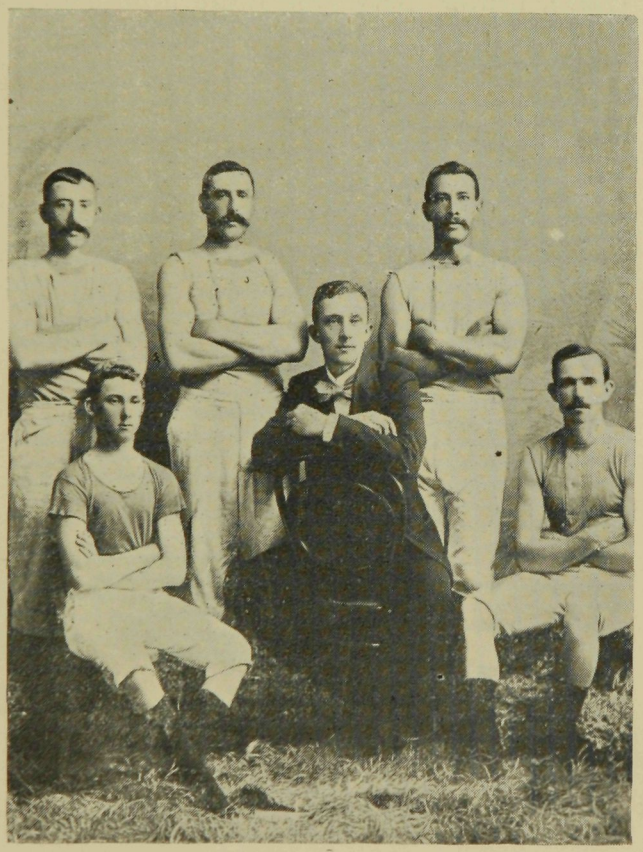
fours, the latter crew being the champions. Taken all round, the regatta was a good one, crews from the three Rockhampton clubs competing, as well as the visitors from Maryborough.

The 1899 Regatta.—Saturday, October 14th, marked a new era in Queensland Rowing, inasmuch as this was the first of the intercity contests arranged by the Queensland Rowing Association between the three cities of Rockhampton, Brisbane, and Maryborough. The agreement provides for the championship races to be contested in rotation at these towns, and there can be no doubt whatever but that it will result in the raising of the standard of our colony's rowing. Competition at the regatta under notice was very keen, and good old Maryborough retained her championship laurels for four-oared rowing, her crew—E. Wearin, E. Sullivan, J. Barton,

Newt. Barton (stroke)—being one of the best ever turned out from that town. The other competitors were Lake's Creek Rowing Club (J. Jones, T. P. Volkman, J. W. Towe, and W. G. Slack, stroke); Commercial Rowing Club, Brisbane (A. Lang, F. B. Whitman, A. Dennis, and O. Agar, stroke), finishing in that order. The same crews contested the senior fours, 1½ mile, the Maryboroughs winning by a length and a-half from the Commercials, with the Lake's Creek crew a good third. Time, 9min. $5\frac{3}{5}$sec.

Maryborough was also successful in the junior and junior invitation fours, their crew (W. M'Kay, R. Thomas, A. Forshaw, and C. Poulter stroke) winning easily. The distances were 1¼ and 1 mile respectively, the times being 7min. $35\frac{4}{5}$sec. and 5min. $38\frac{2}{5}$sec.

The Maiden Fours, 1 mile, in inrigged gigs, was won by the Rockhampton Rowing Club's crew—R. S. Phillips, H. A. MacDonald, C. Sykes, F. Sheppard (stroke), two crews from Lake's Creek filling the other places. Time, 6min. 58sec. The senior pairs was a walk-over for the Lake's Creek Club, J. Jones and W. G. Slack (stroke). The sculling events caused a great deal of interest as champion M. J. Slack, Peter Burke and A. H. G. Drury, of Brisbane, and A. Sullivan, of Maryborough, were amongst the competitors.



J. Jones (Bow) C. L. Donny (No. 2) J. W. Towe (No. 3)
C. Harbourne (Cox.) G. E. Rogers (Coach) W. G. Slack (Stroke)

There were three sculling races in all — junior, champion, and handicap sculls, the latter being rowed on the Monday afternoon, 16th October. The junior sculls, 1 mile, was a duel between the visiting Brisbane men, Peter Burke and Arthur Drury, the former securing a narrow win, Drury unfortunately fouling a buoy at the finish. The champion

sculls of Queensland, 3 miles, was an easy victory for M. J. Slack, who had the race in hand from the start; A. Sullivan, of Maryborough, rowing a plucky second, with the local sculler, W. M. Callaghan, third. Peter Burke was a starter, but did not complete the course. Time, 18min. 45sec. The handicap sculls, 1½ mile, fell to the champion M. J. Slack (scratch), W. M. Callaghan, Rockhampton (10sec.), being second, and Peter Burke, Commercial Club, Brisbane (11sec.), third; A. Sullivan, Maryborough (7sec.), fourth. Slack won easily in 11min. 20sec.



CHAMPION FOUR-OARED RACE OF QUEENSLAND.

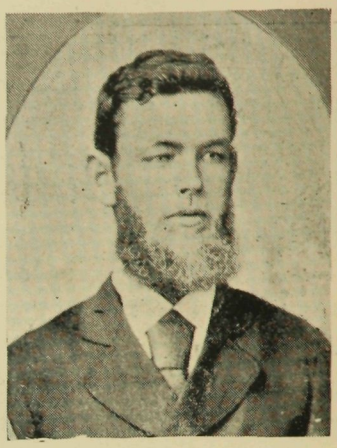
THE CHAMPION FOURS OF QUEENSLAND, in the absence of Champion Eights, has been the principal race at our regattas. A man could retire after winning such an event with the knowledge that he had won the best race and was at the top of the tree. Prior to 1880 the champion race was competed for by all comers, a notable instance being in 1874, when the then crack amateur crew (Briggs, Young, Geary, and Webb) defeated a crew of all comers stroked by Harry M'Cleer, a Sydney professional. The amateur was quite as good as the then-styled all comer, and probably is quite as good to-day; but for the better carrying-out of rowing contests the line, since 1880, has been drawn between amateurism and professionalism.

The amateur rules do not debar a working man of any class in Queensland from rowing in regattas provided he does not compete for money in any race. The man who makes his living by rowing or boat-building, or receives money for training athletes, &c., is debarred.

1880—May 24th. The first champion race at which amateurs only competed was held at Maryborough, when the old Brisbane Rowing Club sent up a crew to try conclusions with the representatives of that town. This was also the first occasion on which Maryborough was visited by Brisbane oarsmen. The crew consisted of: E. MacDonnell, bow; Ernest Winter, No. 2; J. C. Kent, No. 3; F. G. Hamilton, stroke; and Arthur Earle, cox. Messrs. Hamilton and Winter are both well-known solicitors, while Mr. Kent is chief clerk in H.M. Customs, and E. MacDonnell (a son of the late Edmund MacDonnell) is a surveyor and town clerk of Croydon, while Arthur Earle is well known in sailing circles. They rowed in a new carvel gig, built by Donnelly, of Sydney. The race was described as the "Maryborough Challenge Race for the Four-oared Gig Championship of Queensland," and was won easily by the home crew. Maryborough oarsmen are always noted for their toughness and the thorough manner in which they train, and their crew on this occasion was in the pink of condition. They were: J. McWatters, bow; R. A. Sim, No. 2; W. S. Sim, No. 3; J. Sim, stroke; and A. J. Sim, cox. The second crew was composed of the three Poulters and Jock McDowall (stroke.)

1880—December 10th. The next champion fours was contested on the Brisbane River, when three crews started, viz.:—Maryborough Rowing Club: W. Poulter, C. F. Barton, J. Bartholomew, and A. Poulter stroke. Brisbane Rowing Club: J. H. Baynes, J. N. Devoy, F. E. Foster, and

Ernest Winter stroke. Commercial Rowing Club: Charles Thorne, D. O'Connor, T. O'Sullivan, and A. W. Lowe stroke. The course was from the Dry Dock to a point in the upper Toowong Reach. At the word "Go!" Maryborough dashed off in front of the Brisbanes, the Commercials being the last to leave the mark. The three crews started at 42 to the minute, the visitors immediately drawing away. The Commercials, however, were going well, and at Parbury's wharf left the Brisbane's crew and drew on the visitors, but when passing under the bridge it was apparent that something was wrong in their boat, and as they neared the mile point Lowe was seen to roll, and, despite the efforts of the crew and the cox, the stroke gradually slackened, allowing Maryborough to shoot ahead. After going two miles Lowe was completely exhausted, and ceased rowing, his crew being then three-quarters of a length in front of the Brisbanes. The visitors pulled well to the last, and although Winter's crew made a game fight right up to the flagship, Maryborough won by three lengths. Distance, not quite 3 miles. Time, 15 minutes.



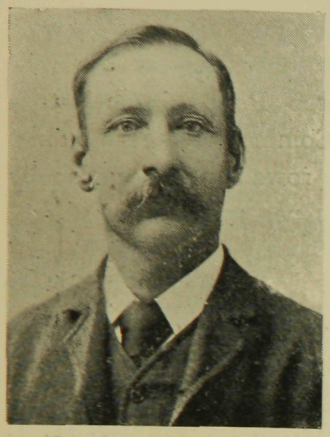
J. M'WATTERS (BOW.)



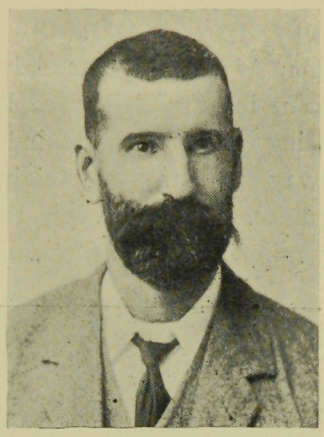
JOHN SIM R. A. SIM (No. 2) W. S. SIM (No. 3) J. SIM (Stroke) A. J. SIM (Cox.)

MARYBOROUGH CREW.

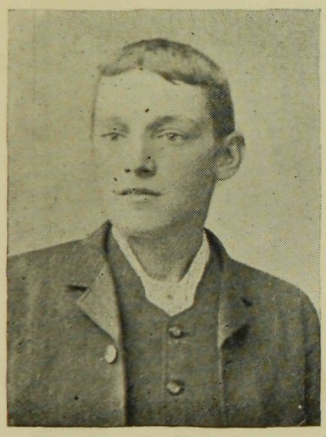
1881—December 10. Rowed on the Brisbane River, three crews facing the starter, all being from the local Clubs:—C.R.C.: Chris. Myers, D. O'Connor, P. Hardgrave, T. O'Sullivan (stroke). B.R.C.: H. Macintosh, J. Burrell, J. T. Fowles, J. A. Beal (stroke). K.P.R.C.: L. M. Bond, F. C. Lea, E. M. Hart, T. A. Bond (stroke). This race needs little descrip-



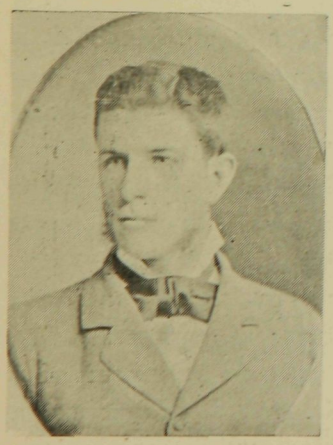
J. C. KENT (No. 3)



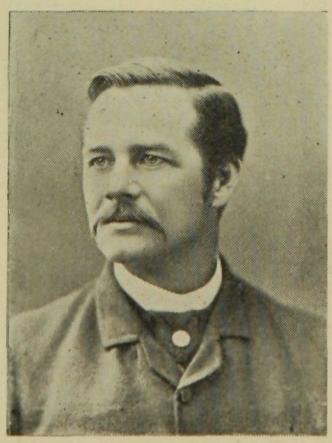
E. WINTER (No. 2)



ARTHUR EARLE (Cox.)



E. MACDONNELL (Bow)

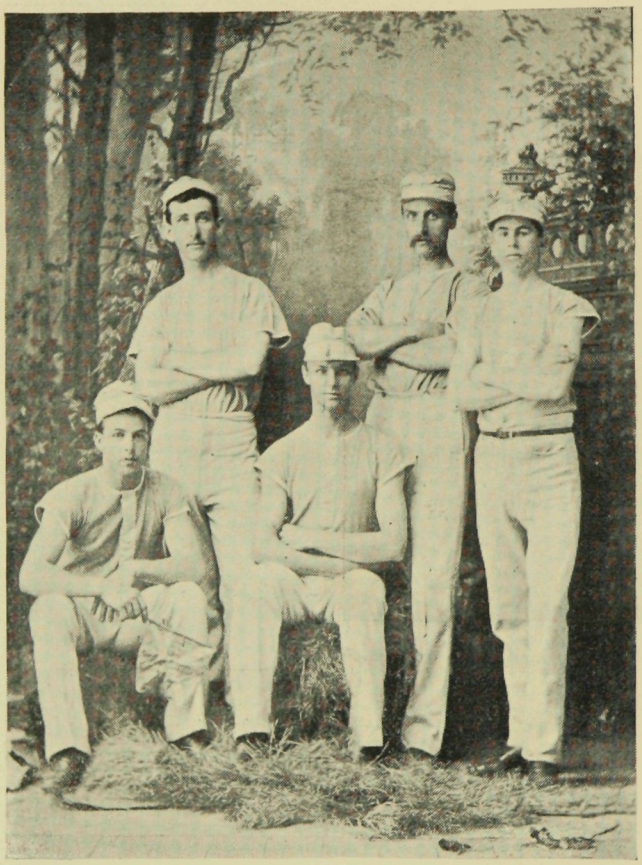


F. G. HAMILTON (Stroke)

FIRST MEETING BETWEEN MARYBOROUGH AND BRISBANE.

BRISBANE CREW.

tion, as the Commercial crew assumed the lead at once and at the mile point led the Brisbanes by two lengths, the Kangaroo Points in their turn being one length behind the second crew. The Commercials easily drew away and won by eight lengths. The winners rowed 36, occasionally quickening to 38, while the Brisbanes rowed 38 to 42 per minute. Distance, 3 miles. No time taken.



B. Bartholomew (No. 3) H. J. Fetherston (No. 2)
A. Wilmott (Stroke) G. C. D. Forster (Bow) Bob McDowall Cox.)

Some few years after this race Fetherston, who was in the Mounted Constabulary, was killed by a fall from his horse.

1882—May 24th. Rowed at Maryborough, four crews competing as follow: M.R.C.: "Fiona," G. C. D. Forster, H. J. Fetherston, B. Bartholomew, A. Wilmott (stroke.) M.R.C.: "Champion," Poulter's crew. W.B. R.C.: "Bonnie Dundee," Julin's crew. C.R.C., Brisbane: "Eva," J. N. Devoy, D. O'Connor, P. Hardgrave, T. O'Sullivan. The "Bonnie Dundee" dashed off with a good lead, which they maintained for half a mile. Then the "Eva" came up, and at the word of command from O'Sullivan dashed to the front at 41 to the minute. When half the distance was reached Poulter's crew were in difficulties. Wilmott's crew gradually drew up, and with a fine steady swing began to reduce the "Eva's" lead, and at a quarter of a mile from the winning point were leading. O'Sullivan here put on a tremendous spurt, to which Wilmott gallantly responded, and sweeping along passed the flagship two lengths ahead of the Brisbane crew, who were ten lengths in front of the Poulters, while almost a similar distance separated the third and last crews.

1882—December 10th. Rowed on the Brisbane River, the course being from the top of the Milton Reach to the Dry Dock. Three crews com-

peted—two from the Commercial Club and one from the Brisbane Rowing Club. The prize for this event was trophies valued £100, to be reduced to £50 if no crew from neighbouring colonies competed. In this race one of the most brilliant crews Brisbane has ever produced competed, viz., C.R.C.: J. N. Devoy (bow), 10st. 6lb.; F. E. Foster (No. 2), 10st. 10lb.; D. O'Connor (No. 3), 11st. 12lb., and T. O'Sullivan, 11st. 12lb. (stroke). They easily defeated the Brisbane Rowing Club crew, composed of H. Macintosh, J. A. Beal, R. F. Phelan, and E. Winter, and another crew from their own shed, stroked by Alan Wylie. At the start O'Sullivan's crew went right away, and led by four lengths at Hogan's sawmills. Shortly afterwards the Brisbanes gave up. Distance, three miles. Time, 19min. 4½sec.



G. Linklater (No. 2) Geo. Julin (Stroke)

J. McFarlane (Bow) A. Cheyne (No. 3)

J. Murray (Cox.)

1883—May 24th. Rowed at Maryborough, three crews competing, one from the Wide Bay Rowing Club and two from the Maryborough Rowing Club. The three boats were first-class outrigged gigs built by Edwards, of Melbourne. The crews were as follow:—Wide Bay Rowing Club: J. McFarlane, G. Linklater, A. Cheyne and G. Julin (stroke). Maryborough Rowing Club: G. C. D. Forster, H. J. Fetherston, B. Bartholomew and A. Wilmott (stroke). Maryborough Rowing Club: H. Hood, C. F. Barton, T. King and S. Harrison (stroke). Wilmott's crew were the favorites, and took the lead, at the start, the Wide Bays close up, rowing a short fast stroke. Rounding the point Wilmott had a two-lengths lead of Harrison's crew, while 'Julin was another length away. The latter gradually closed on the leading boats. At the 1½

mile point the "Doris" (Julin's boat) took the lead and gradually increased it. Wilmott's crew now pulled themselves together for a final effort, but Julin also spurted and won by four lengths, a close struggle being witnessed for second place, which was finally spoilt by a dingey running into Harrison's boat and dislodging No. 2, Mr. C. F. Barton, allowing Wilmott's crew to gain second honors. Distance, 3 miles. Time, 15min. 55sec.

1883—December 10th. Rowed on the Brisbane River, three crews competing, viz.:—C.R.C.: J. N. Devoy, F. E. Foster, D. O'Connor, T. O'Sullivan (stroke); M.R.C.: C. F. Barton, T. King, B. Bartholomew, A. Wilmott (stroke); W.B.R.C.: J. Macfarlane, G. Linklater, A. Cheyne, G. Julin (stroke). The meeting of these crack crews was eagerly looked for, and Maryborough had sent down the very best teams she could produce. The Wide Bays held the championship, and the Commercial crew had been champions in 1882. The three crews were in perfect condition, and stripped in fine form. The race started at the top of Milton Reach, finishing as usual at the Dry Dock. The crews pulled quietly up to the starting point and took their stations, the Commercials on the south side, Wide Bay in the centre, and the M.R.C. crew near the northern bank. A beautiful start was effected, the Commercials taking the lead, rowing a magnificent stroke of 40. The Wide Bays followed smartly at 41, while Maryborough was handy at 40. Opposite Cribb's the Commercials led by six lengths, and had settled down to a long sweep at 36. The Wide Bays increased their stroke to 45, and made a terrific effort to catch the leaders, the Maryboroughs being three lengths away, last. These positions were only slightly altered until Hogan's Saw Mills were passed, when O'Sullivan made a gallant spurt, increasing his lead by two lengths, passing the 2-mile point in 11 minutes. The Maryboroughs now drew up on the Wide Bays, and at the bridge they began to overlap. They fell away again, but at Parbury's they made another desperate effort and closed with the Wide Bays. Meanwhile, the Commercials were swinging along in determined style, and, pulling grandly to the last, became champions of Queensland. The finish for the second honors was fought out to the bitter end, and after a most determined spurt on the part of the Maryborough crew, they defeated the erstwhile champions by half a length. Distance, 3 miles. Time, 17min. 35sec.

1884—May 24th. Rowed at Maryborough, five crews facing the starter, viz.:—Two from the Maryborough Rowing Club, one from Rockhampton, one from the Wide Bay Club, and one from the Commercial Rowing Club, the latter being the holders of the championship. A second crew from the Commercials had entered, but after their boat had been towed

to the starting point it was discovered that she was minus one of the slides. The crews were as follow:—M.R.C. "Alma": T. M. Barns, P. W. G. Pinnock, C. F. Barton, D. Mactaggart (stroke); M.R.C. "Fiona": H. Hood, H. J. Fetherston, B. Bartholomew, G. C. D.



D. O'Connor (No. 3) F. Midson (Cox.) T. O'Sullivan (Stroke) F. E. Foster (No. 2)
J. N. Devoy (Bow)

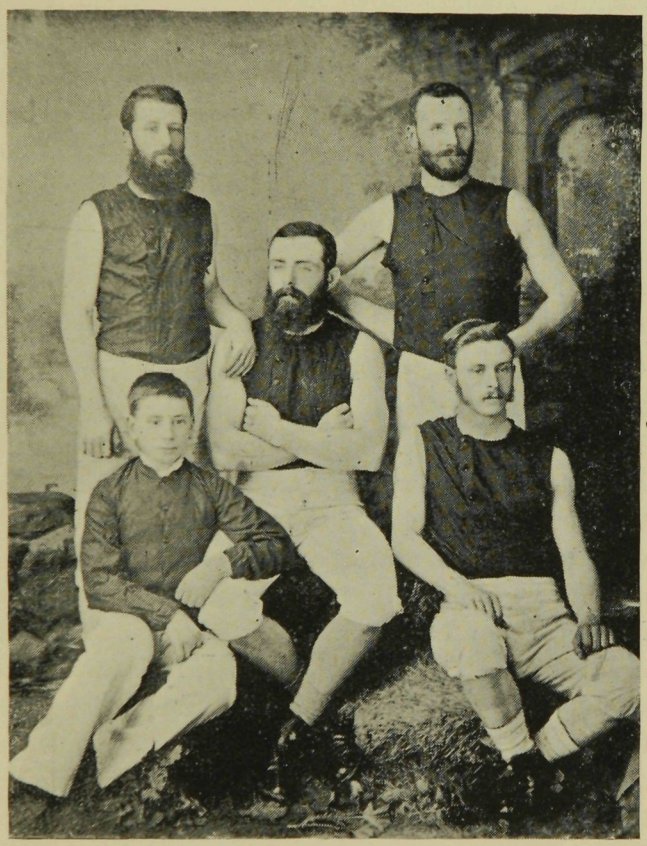
Forster (stroke); Rockhampton "Waratah": J. Bartlem, P. J. O'Reilly, W. Stanley, M. Kaine (stroke); W.B.R.C. "Doris": J. Macfarlane, G. Linklater, A Cheyne, G. Julin (stroke); Brisbane "Kate": J. N. Devoy, F. E. Foster, D. O'Connor, T. O'Sullivan (stroke). Dr. Harricks got the boats away on even terms, the first to show in front being

the Rockhampton crew, stroked at an even swing of 38. The Commercials were at 36; "Doris" and "Fiona" 42, and the "Alma" crew 40. After a mile had been traversed the "Alma" had a very short lead, but at the point the "Fiona" crew assumed command, and in the pull up the mile and a-half reach gradually increased their lead, the "Alma" being next, a length away. Then came the Commercial crew, with the Wide Bays and Rockhampton last. Half-way over the course the "Fiona" led by four lengths, while Rockhampton had got into second position, the other boats being about level half a length away. Before reaching the next point Mactaggart, by a grand spurt, cut down all the boats except the "Fiona," and he gradually overhauled her, winning on the post by a bare 2 feet after a magnificent struggle. Rockhampton was third, Wide Bay fourth, and the Commercials (Brisbane) last. Distance, 3 miles. Time, 17min. 30sec.

1884—December 10th. Rowed at Brisbane, four crews competing, viz.:— Maryborough Rowing Club, Rockhampton Rowing Club, Brisbane Rowing Club and Commercial Rowing Club. The Commercial crew on this occasion were late in getting together, only being in their boat a little over a week, but were, however, in fairly good trim. The Brisbane Rowing Club crew were finely trained, as also were the visitors. The crews were as follow:— C.R.C.: H. W. Davis, L. Quinn, D. O'Connor, F. E. Foster (stroke); B.R.C.: H. Macintosh, G. E. Markwell, R. F. Phelan, E. Winter (stroke); Rockhampton (C.Q.R.C.): J. Bartlem, P. J. O'Reilly, W. Stanley, M. Kaine (stroke); M.R.C.: G. C. D. Forster, P. W. G. Pinnock, C. F. Barton, D. Mactaggart (stroke). The course was from the top of the Milton Reach to the Dry Dock, and the race was rowed on slack water. The crews got off well together with the exception of the Brisbanes, who lost considerably at the start. The Commercials, rowing 38, were the first to show in front, leading Rockhampton by a length in the first quarter of a mile, the latter crew rowing 40 to the minute, Maryborough and the Brisbanes being level a length further away. At half a mile from the start the Rockhamptons were overlapping the leaders. At Hogan's Mills the Commercials spurted to 38 and led by two clear lengths from Rockhampton, the other two crews about level two and a-half lengths off. Just before rounding Walmsley's Point the Rockhampton crew spurted and reduced the lead to one length. The Brisbanes now came up with a big spurt and challenged Kaine for second place, the Maryboroughs having fallen off. The pull down the Bridge Reach was a series of desperate struggles, but the Commercials, though short ot training and completely baked, hung on to the bitter end and won by two lengths. Approaching the bridge Winter's crew deprived Rockhampton of second place. Opposite the Queen's Wharf Maryborough

made a grand rush and drew level with Kaine, but the latter beat them off. The Brisbane crew got second place, 3 feet only in front of Rockhampton. Maryborough, two lengths off, last. Distance, 3 miles. Time, 18min. 17sec.

1885—May 24th. Rowed at Maryborough, only two local crews competing, viz.:—M.R.C. "Alma": E. T. Curtis, P. W. G. Pinnock, C. F. Barton, D. Mactaggart (stroke); M.R.C. "Fiona": H. Hood, B. Bartholomew, J. Bartholomew, A. Wilmott (stroke). An excellent start was effected Mactaggart at once slightly leading at 40 to the minute, Wilmott rowing at the same pace. The "Alma" gradually increased her lead, and at the mile and a-quarter had a clear length of daylight. Both crews were rowing in grand form, and it was a stubborn struggle. At the 2-mile point Mactaggart's crew by sheer hard work led by two lengths, rowing 40 to Wilmott's 39. Nearing the flagship Wilmott spurted, putting in 41 strokes a minute, but it was of no avail, the "Alma" crew winning by fully three lengths. Distance, 3 miles. Time, 15min.



F. E. Foster (Stroke) D. O'Connor (No. 3) L. J. Quinn (No. 2
Mark Harris (Cox.) H. W. Davis (Bow)

1885—August 14th. Rowed at Rockhampton, four crews competing. This race was advertised as for the Four-oared Championship of Queensland by arrangement with Maryborough. Maryborough, Wide Bay, Central Queensland and Rockhampton competed, the crews being as follow:—M.R.C. "Alma": F. W. Barrymore, H. McCreadie, B. Bartholomew, D. Mactaggart (stroke); C.Q.R.C. "Lily": J. Bartlem, J. Wells, W. Stanley, M. Kaine (stroke); W.B.R.C. "Doris": R. W. Leftwich, H. Ready, A. J. Wood, G. H. Clarke (stroke); R.R.C. "Victoria": G. Shaw, W. G. Thompson,

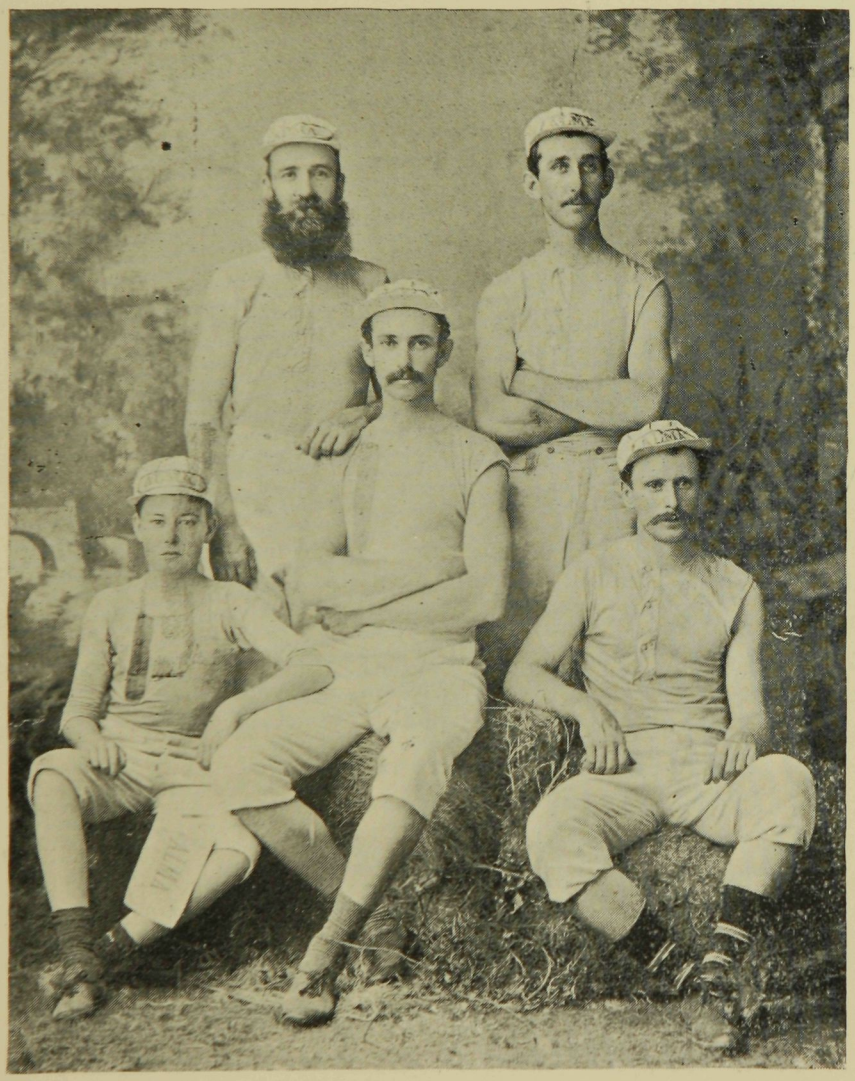
W. Schmidt, W. O'Neill (stroke). Kaine took the lead, and for a little while it appeared as if he would have a decided advantage over the visitors, but Mactaggart speedily brought the "Alma" to the front and kept the lead for the rest of the journey, eventually winning by thirteen lengths. Kaine's crew second, then Wide Bay, with Rockhampton last. Distance, 3 miles. Time, 17min. 30sec.

1885—December 10th. Rowed at Brisbane, four crews competing, viz.:—Maryborough Rowing Club, Commercial Rowing Club, and two crews from the Kangaroo Point Club. The course was from a point above Norman Creek to opposite Breakfast Creek. The crews were as follow:—M.R.C. "Alma": H. McCreadie, C. F. Barton, B. Bartholomew, D. Mactaggart (stroke); C.R.C. "May": F. E. Foster, L. Quinn, D. O'Connor, E. Winter (stroke); K.P.R.C. "Lucy": W. Farquhar, G. Valentine, W. J. Robinson, R. Wain (stroke); K.P.R.C. "Lily": A. Smith, R. P. Earle, W. Harcourt, T. A. Bond (stroke). Almost immediately after starting the Commercial crew in approaching the north bank fouled Bond's crew. Their oars remained locked together for several seconds, which gave the Maryborough and Wain's crew a good lead. The former settled down to a sweeping stroke of 37, Wain's crew rowing a much faster and shorter stroke. The Commercials soon took second place and were at 39 to the minute, while Bond's crew seemed to have been much discomfited by the foul and were considerably in the rear. The Maryboroughs led by three lengths at a quarter of a mile from the start, and retaining the lead, won by eight lengths from the Commercials, the "Lucy," ten lengths off, third, and Bond's crew last. Distance, 3 miles. Time, 20min. 55sec.

1886—May 24th. Rowed at Maryborough, two crews starting, including the holders of the title, who also retained it. The other crew was from the Wide Bay Rowing Club. M.R.C. "Alma": H. McCreadie, C. F. Barton, B. Bartholomew, D. Mactaggart (stroke); W.B.R.C. "Doris": A. Wood, O. Gunn, J. Gunn, H. Gunn (stroke). The race is easily described. After the first quarter of a mile Mactaggart leisurely drew away and was never extended, winning by a dozen lengths. The losers rowed pluckily, but the long stroke of the "Alma" crew was too much for them. Distance, 3 miles. Time, 17min. 6sec.

1886—December 10th. Rowed at Brisbane, two crews competing, viz.:—Commercial Rowing Club and Kangaroo Point Club. C.R C.: S. J. Graham, W. O'Neill, T. Hughes, E. Winter (stroke); K.P.R.C.: P. O'Reilly, G. Valentine, W. J. Robinson, R. Wain (stroke). This was a great struggle for the first mile, the crews racing neck and neck. Then the Commercial crew gradually forged ahead and won by eight lengths, the Kangaroo Points being completely exhausted. Distance, short of 3 miles. Time 15½min.

1887—May 24th. Rowed at Maryborough, four crews competing, viz.:— M.R.C. "Fiona": R. McDowall, W. Leslie, A. McDowall, J. McDowall (stroke); C.R.C., Brisbane: J. Collins, G. Hyde, T. Hughes, E. Winter (stroke); W.B.R.C. "Doris": W. Cooper, C. Schrimpf, C. Minihan, P.



D. Mactaggart (Stroke) B. Bartholomew
J. Murray (Cox.) C. F. Barton H. McCreadie

Sullivan (stroke); M.R.C. "Alma": G. C. D. Forster, C. F. Barton, B. Bartholomew, D. Mactaggart (stroke). Intense interest was taken in this event, the presence of a Brisbane crew and the uncertainty as to which of the Maryborough crews was the fastest adding greatly to the excitement. All four got away beautifully, the "Alma" dashing to the front at 36, the

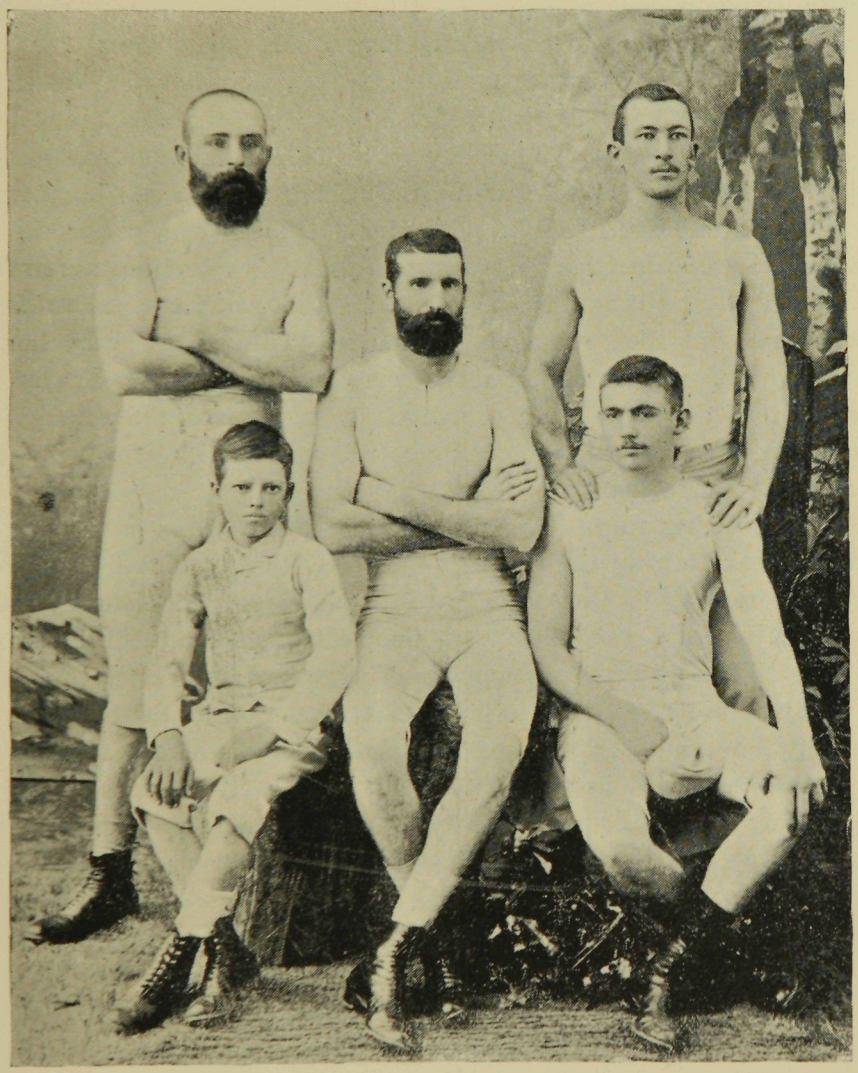
"Fiona" closely following at the same rate, while the Brisbane crew, rowing a short choppy 42, were next in order, with the "Doris," at 40, last. As Booker's Point was approached it was seen that the "Alma's" crew although leading were getting baked, and the McDowalls gradually drew on them, with the Brisbane crew closely following, and at the Point the "Alma" stopped rowing. A great tussle ensued between the "Fiona" and the Brisbane crew, but Jock McDowall kept his men going and won by three lengths, the "Doris" being five lengths behind the Brisbane crew. Distance, 3 miles. Time, 21min. 29sec.

1887—December 10th. Rowed at Brisbane, two crews competing, viz.:— C.R.C.: U. Muggridge, L. Quinn, D. O'Connor, and E. Winter (stroke). B.C.R.C.: P. O'Rielly, T. Hughes, W. J. Robinson, G. Valentine (stroke). This was a good race for 1½ miles, when Winter spurted and gradually drew away, reaching the finishing point 15 lengths ahead. Distance, 3 miles. No time taken.

1888—May 24th. Rowed at Maryborough, three crews competing:— C.R.C. Brisbane: F. J. Isles, T. Hughes, D. O'Connor, and E. Winter (stroke). M.R.C. "Alma": R. McDowall, W. Leslie, A. McDowall, J. McDowall (stroke). M.R.C. "Fiona": A. C. Negus, C. J. Purser, P. Stollznow, and Newton Barton (stroke). The tide was running down fast, and the water being smooth everything was favourable for making fast time. Winter's crew were perhaps the best that had so far represented the metropolis in Maryborough, and their time trials on the Brisbane River were sensational. They were verily a team of giants and in the very pink of condition. The "Alma" crew were the same that defeated Winter the previous year, and as they had greatly improved their supporters were numerous. The "Alma" had the best position at the start, and led slightly. Coming round the bend the Brisbane crew were leading and rowing well together. Entering the Maryborough Reach they were nearly two lengths to the good. Winter then increased his lead and won by six lengths, the "Alma" being second, four lengths ahead of the "Fiona." Distance, 3 miles. Time, 14min. 10sec., being the fastest on record for the Mary River.

1888—December 10th. Rowed at Brisbane, two crews competing, viz:— C.R.C.: F. J. Isles, L. Quinn, D. O'Connor, and E. Winter (stroke). M.R.C.: P. Stollznow, F. Wearin, J. Mactaggart, D. Mactaggart (stroke). A crew from the Breakfast Creek Rowing Club was entered for this event, but owing to Mr. D. C. Behrends, the bow man, being ill they were unable to compete, so it was left to the old opponents to fight it out again. A good start was effected, the course being from the Dock to the top of Milton Reach. Passing under the Bridge the Commercials led by one length, and turning the corner into Milton Reach there were three lengths

between the two crews. Mactaggart now worked his crew up, but the Commercials responding drew still further away and sailing along won by five lengths. Distance, 3 miles. Time, 17min. 30sec.



D. O'Connor (No. 3) E. Winter (Stroke) T. Hughes (No. 2)
C. Midson (Cox.) F. J. Isles (Bow)

1889—December 10th. Rowed at Brisbane, two crews competing, being with three exceptions the same men that competed for the Championship the previous year. The Commercial crew was the same that competed unsuccessfully the previous month (November) for the Four Oared Championship of Victoria. The crews were as follow: C.R.C.: J. H. Williams, L. Quinn, T. Hughes, E. Winter (stroke). M.R.C.: J. Stollznow, S. Adam,

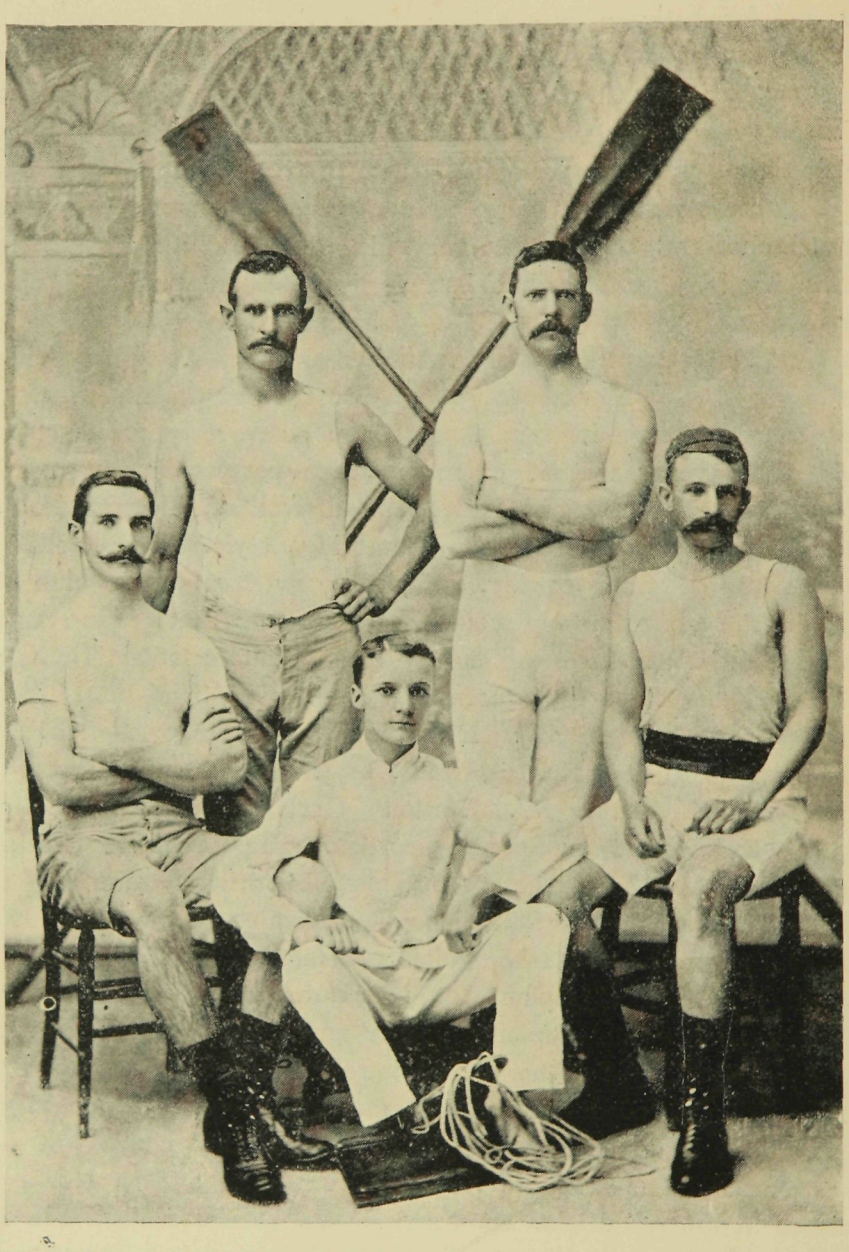
J. Mactaggart, D. Mactaggart (stroke). The Commercials were in rare trim, in fact they were in better condition than when they raced in Melbourne. The Maryborough crew, although muscular and well set up, did not as a whole compare favourably with the metropolitan crew, which was physically as fine a crew as one wished to look upon. The course was from the top of the Milton Reach to the Dry Dock. The start saw Maryborough shoot to the front with a slight advantage, which they maintained for nearly half a mile. Winter then put on a spurt, the Commercial boat moving along splendidly and taking the lead, having an advantage at the gasworks of a length. Nearing the old saw mills Mactaggart with his characteristic pluck put on a fine spurt, but to no purpose, as Winter maintained his lead, which was now two lengths. Rounding Walmsley's Point both crews eased down somewhat, and near the bridge the Maryboroughs stopped rowing for a short space and then resumed the course. The contest was, however, practically over, the Commercials rowing easily to the finish. The winners started at 39 and Maryborough 37 strokes to the minute. The first mile was done in 5min. 40secs.; two miles in 12min. 20secs.; and the three miles in 19min. 25secs.

1890—December 10th. Rowed at Brisbane, two crews competing, viz.: Breakfast Creek Rowing Club and Commercial Rowing Club. This regatta was a red letter day in Queensland's rowing history. The Breakfast Creek crew, which included the celebrated Cambridge cracks the brothers Bell, Colin and Willie, were the champions of New South Wales, they having easily won that event. Their rowing was a revelation to Brisbane oarsmen, as their style was totally different to anything seen here. The principal points were the lightning rapidity with which the hands were shot out immediately after the finish of the stroke, the steady "come forward" on the slide, and the hard grip at the commencement of the stroke. There had really been no distinct style in Brisbane at all up to this time, although some of our oarsmen, by a study of "Woodgate," rowed in very good form. However, the rowing in this Champion Race should have sufficed to show the greatest sceptic that local oarsmen had a tremendous amount to learn in the art of rowing. The crews were as follow:—B.C.R.C.: H. T. Bell, W. E. Molle, C. B. P. Bell, and W. A. D. Bell (stroke). C.R.C.: J. H. Williams, W. R. Mayes, L. Quinn, and E. Winter (stroke). The No. 2 in the Commercial crew was an Adelaide oarsman of repute, while the other three were those who defeated Maryborough the previous year. The Commercial crew was hardly up to the standard of previous crews, not from a physical point of view, but from the fact that No. 2 did not row the same style as the other three men. The fine physique of Colin Bell was greatly admired, and the manner in which this powerful and vigorous oars-

man used to shift the water was a treat to witness. Rowing at 12st. 12lbs., he was certainly the beau ideal of a crack oarsman, and men of his stamp are few and far between, worse luck. Mr. Colin Bell is now far away from the scene of his former battles, but rowing news and controversies are always intensely interesting to him, and whenever in Brisbane he takes himself off to the old haunt, the boatshed. However, to the race. The distance for the first time was cut down to 2 miles, the idea being to get a closer finish. The contest requires very little description, as the Bells, dashing off at 42, immediately secured a lead, which they easily maintained to the finish, winning by two and a half lengths in 11¾ minutes.

1892—January 26th. Rowed at Brisbane. This was practically the 1891 Annual Regatta put forward to Anniversary Day instead of being held on Separation Day or thereabouts. The distance was again 2 miles, and this race caused intense interest through the controversy going on at the time as to the proper method of rowing, one party adhering to the old style (*i.e.*, the style in vogue before the arrival of Messrs. Bell), and the other strongly supporting the Cambridge style. The Bells themselves had retired from rowing, and the crew from their club to try and retain the championship comprised men who had been taught by them and had represented the colony in the Intercolonial Eights, three of the crew being from the Queensland Eight who had been successful two months previously, viz.: E. Colclough (who rowed No. 7), W. E. Molle (who rowed No. 6), and B. J. Beirne (who rowed bow), while the fourth man, W. Gordon Graham, was emergency in the eight which rowed in Sydney in 1890. The Breakfast Creek Crew were considered to have the best show, but there were not a few who fancied the chances of the tough determined crew from the Commercial shed, stroked by the gallant Winter. This crew comprised the ex-Maryborough champion Bob McDowall, J. H. Williams and Ernest Winter, all old champions, and a new claimant for championship honors in W. B. Carmichael, who had rowed No. 2 and won the Maiden and Junior Fours in 1890. This team was in the pink of condition, and were determined to make a big fight to regain their club's lost laurels. The race started immediately in front of Netherway on the North Quay, and finished at the top of the Toowong Reach. Molle stroked the Breakfast Creek Club crew, and Ernest Winter the Commercials. The "Creekers" caught the water first, and went off with a lead of half a length at 42 to the minute, while the Commercials rowed a solid 36. At Carmichael's Saw Mills the two crews were almost level, the Commercials beginning to forge ahead, being a clear length to the good at the Milton Ferry. The water was very lumpy, with a strong tide against the boats. The Com-

J H WILLIAMS (No. 2) W. B CARMICHAEL (No. 3)



B. J. BEIRNE (Stroke) J. C. SPODE (Bow)

W. ARMSTRONG (Cox.)

COMMERCIAL CREW,
BRISBANE.

mercials negotiated the rough element best, and gradually drew away, winning by three lengths. Time, 12¾ minutes. The effects of the defeat of the new style were felt in Brisbane for many a long day, as the victors on this occasion for three years defeated every crew they met.

1892—December 10th. 1893—December 16th. The regattas on these dates saw for the first time since 1880, and almost the first time on record, one solitary crew face the starter and row over the course to retain the champion flag for their club. It speaks very badly for the sport when such instances occur, as rowing men should be only too eager to have a crack at the reigning champions. This crew was the same one which won the championship on January 26th, 1892, viz.:—C.R.C.: W. B. Carmichael, J. H. Williams, R. MacDowall, and Ernest Winter (stroke). That this was the best crew on the Brisbane River at the time was undoubted, as they won the Senior Fours in between and raced successfully at club regattas in the Open Fours.

1894—October 27th. Rowed at Brisbane. This saw a revival of the Champion Fours, and to add additional interest to the proceedings a crew from the Lake's Creek Rowing Club, Rockhampton, competed, the other two crews being both from the Commercial Rowing Club. The two latter crews had a "row off" to decide which should represent the club and after a good tussle Beirne's crew won. Colclough, who stroked the other boat, decided to go for the Championship also. The course was from a point above the mouth of Breakfast Creek to Sir S. W. Griffith's grounds, "Merthyr," a distance of 3 miles. The crews were as follow:—C R.C.: J. C. Spode, J. H. Williams, W. B. Carmichael, B. J. Beirne (stroke). C.R.C.: A. Laing, A. J. Coren, R. Macalister, E. Colclough (stroke). Lake's Creek R.C., Rockhampton: R. Kean, J. Edwards, C. Busby, and W. G. Slack (stroke). Beirne's crew had the Bulimba side, Lake's Creek the centre, and Colclough the outside position. At the word "go" Beirne's crew went off with a splendid dash at 40, the other two crews striking 36. Passing the Bulimba Ferry Beirne was 1½ lengths ahead, the visitors being last. Colclough forged across to the Bulimba bank, the Lake's Creek taking the centre of the stream. Beirne's crew, hugging the Bulimba shore, were moving along in grand style at 36, and passing the Bulimba Brewery had drawn away another length from Colclough, who was rowing a long 36, while the Lake's Creek crew had thus early fallen twelve lengths to the rear and were at 32. At the Sugar Refinery Beirne led by six lengths, his crew being still at 36 and getting slashing pace out of their boat. At a mile from home Colclough was at 32, with Lake's Creek lengths away pulling stolidly on. After rounding Kinellan Point Beirne's crew spurted brilliantly at 40 and made a splendid dash for home, passing the winning post 250

yards ahead of Colclough's crew and half a mile ahead of the visitors, who rowed to the finish. Time, 17min. 38secs.

1895—October 26th. Rowed at Brisbane, two crews facing the starter, viz.: C.R.C.: W. B. Carmichael, A. Young, E. Colclough, J. Deevy (stroke). B.R.C. (old B.C.R.C.): S. B. Boland, W. Gordon Graham, T. A. Skinner, W. A. Douglas (stroke). The course was from the Dry Dock to the further bend of the Toowong reach. Deevy went away at 38 and Douglas at 40. At the bridge the Commercial boat was three-quarters of a length ahead. Deevy had dropped to 36 and the Brisbane representatives were pulling 38. The first mile showed the Commercials about a length and a-half ahead. Deevy here dropped down to a long steady sweep of 32 to the minute. Douglas was rowing 36, but did not seem to be getting as much benefit from his strokes. In fact, throughout the race the Brisbaneites rowed very short at about 38, with occasional spurts to 40. A mile from home there were two lengths of daylight between the boats. Another half-mile saw another length added to this, and eventually, when the flag was passed, the Commercials were easy winners by about five or six lengths. Deevy finished at 36 to the minute, and Douglas at 40. Time, 16min. 55$\frac{4}{5}$ secs.

1896—The Champion Fours was not on the regatta programme this year, so that the winners of 1895 were the champions for 1896.

1897—November 6th. Rowed at Brisbane. This year saw a renewal of the old battles with Maryborough, that city sending down a first-class crew for the classic event. A crew from each of the Brisbane clubs had also entered, making three competitors. The teams were as follow:—M.R.C.: A. Negus, W. Archibald, R. Dunlop, and W. Gordon (stroke). C.R.C.: E. A. Laing, J. H. Williams, A. Dennis, E. Winter (stroke). B.C.R.C.: W. A. Douglas, S. B. Boland, A. H. G. Drury, J. B. Arthur (stroke). This race was deprived of most of its interest by an unfortunate foul between the Brisbane and the Commercial crews. They kept too close together, and in their anxiety to cut the mile point opposite the Commercial shed finely, came into conflict. The Brisbane crew were rowing close to the bank, and it is the opinion of many that the Commercials did not give them enough room to get round. Protests were entered by both crews, but the Maryborough crew were at the time in the lead, and rowed home easily. In any case, on subsequent form, the visitors amply proved their superiority. The crews were all composed of good men. The Brisbanes consisted of four men who have taken part in intercolonial races, the Maryborough team were stroked by a rower who has repeatedly proved his merit in local waters, and the Commercials were all rowers of known ability. Distance, three miles. Time, 19min. 34$\frac{1}{2}$secs.

1898—May 24th. Rowed at Maryborough, Rockhampton, after a lapse of years, being again represented by a smart crew containing an old Brisbane oarsman in the person of genial Mick Foley, who rowed No. 3. The Maryborough crew contained the stroke and No. 2 of the previous champion four, E. Wearin taking R. Dunlop's seat as No. 3, and A. Sullivan the bow seat in place of A. Negus. The Commercial Rowing Club Brisbane, was also represented by the same team, with one exception, that competed for the Championship in November, 1897. The crews were as follow: — M. R. C.: A. Sullivan, W. Archibald, E. Wearin, W. Gordon (stroke). C.R.C.: J. H. Williams, E. Winter, A. Dennis, O. Agar (stroke). Rockhampton Crew: R. F. Swanwick, W. R. Lawson, M. Foley, B. H. O. St. John (stroke). A beautiful start was effected, all the crews moving off together. Maryborough rowed a long swinging stroke, and before a quarter of a mile had been traversed were leading, Rockhampton lying second, with Brisbane half a length astern. The crews settled down to solid work, and were all rowing 35 strokes to the minute. Maryborough, who were well together, got into the town reach two lengths ahead of Rockhampton, who were a length ahead of the Brisbane crew. No change occurred in regard to the position of the home crew, but Brisbane overhauled Rockhampton, and opposite Hyne's Saw Mills led them by a length. Maryborough maintained their lead, and won comfortably by four lengths from the Brisbane crew, who defeated Rockhampton by two lengths. Distance, three miles. Time, 17min. 40secs.



A. Sullivan (Bow) W. Gordon (Stroke

E. Wearin (No. 3) J. Sullivan (Cox.) W. Archibald (No. 2)

1899—October 14th. Rowed at Rockhampton, three crews competing, viz.:—Maryborough R.C.: E. Wearin, E. Sullivan, J. Barton, N. Barton (stroke). Lake's Creek R.C.: J. Jones, T. P. Volkman, J. W. Towe, W. G. Slack (stroke). Commercial R.C., Brisbane: A. Laing, F. B. Whitman, A. Dennis, O. Agar (stroke). The crews went away together, Lake's Creek, dashing off at a great pace, assuming command, closely followed by Maryborough. Approaching the bend near Gavial Creek the Maryborough men were in front, pulling a fine long stroke, while the Lake's Creek oarsmen were battling hard to keep up with them, rowing a rather short stroke.

QUEENSLAND'S PRESENT CHAMPION FOUR.



J. Barton (No. 3) N. Barton (Stroke) E. Sullivan (No. 2) E. Wearin (Bow)

J. Court (Cox.)

The Brisbane crew were rowing more leisurely a couple of lengths in the rear. The Maryborough representatives swung round the turn for home with a lead of two or three lengths from Lake's Creek, who were now pulling much better, and led the Brisbane crew by a length or two. The Maryborough team by this time had settled down nicely to their work, and steadily increasing their lead, had the race well in hand. The Brisbane crew closed up on the Lake's Creek crew as they came up the home stretch, and it was seen that a great race would ensue for second place. Maryborough, meanwhile, continued to keep four or five lengths in the lead, while the other two crews were rowing almost on even terms, having a hard tussle for the second place. This position was maintained until the finish,

Maryborough winning comfortably by about five or six lengths, while Lake's Creek with a fine finishing spurt just managed to forge their boat half a length in front of Brisbane. Time, 15min. $40\frac{3}{5}$secs.

WINNERS OF CHAMPION FOURS OF QUEENSLAND.

1880—May 24—at Maryborough—3 starters—M.R.C.—James McWatters, R. A. Sim, W. S. Sim, J. Sim, stroke

1880—December 10—at Brisbane—3 starters—M.R.C.—W. Poulter, C. F. Barton, J. Bartholomew, A. Poulter, stroke

1881—December 10—at Brisbane—3 starters—C.R.C.—C. G. Myers, D. O'Connor, P. Hardgrave, T. O'Sullivan, stroke

1882—May 24—at Maryborough—4 starters—M.R.C.—G. C. D. Forster, H. J. Fetherston, B. Bartholomew, A. Wilmott, stroke

1882—December 10—at Brisbane—3 starters—C.R.C.—J. N. Devoy, F. E. Foster, D. O'Connor, T. O'Sullivan stroke

1883—May 24—at Maryborough—3 starters—W.B.R.C.—J. McFarlane, G. Linklater, A. Cheyne, G. Julin, stroke

1883—December 10—at Brisbane—3 starters—C.R.C.—J. N. Devoy, F. E. Foster, D. O'Connor, T. O'Sullivan stroke

1884—May 24—at Maryborough—5 starters—M.R.C.—T. M. Barns, P. W. G. Pinnock, C. F. Barton, D. Mactaggart, stroke

1884—December 10—at Brisbane—4 starters—C.R.C.—H. W. Davis, L. Quinn, D. O'Connor, F. E. Foster, stroke

1885—May 24—at Maryborough—2 starters—M.R.C.—E. T. Curtis, P. W. G. Pinnock, C. F. Barton, D. Mactaggart, stroke

1885—August 14—at Rockhampton—4 starters—M.R.C.—F. W. Barrymore, H. McCreadie, B. Bartholomew, D. Mactaggart, stroke

1885—December 10—at Brisbane—4 starters—M.R.C.—H. McCreadie, C. F. Barton, B. Bartholomew, D. Mactaggart, stroke

1886—May 24—at Maryborough—2 starters—M.R.C.—H. McCreadie, C. F. Barton, B. Bartholomew, D. Mactaggart, stroke

1886—December 10—at Brisbane—2 starters—C.R.C.—S. J. Graham, W. O'Neill, T. Hughes, E. Winter, stroke

1887—May 24—at Maryborough—4 starters—M.R.C.—R. McDowall, W. Leslie, A. McDowall, J. McDowall, stroke

1887—December 10—at Brisbane—2 starters—C.R.C.—U. Muggridge, L. Quinn, D. O'Connor, E. Winter, stroke

1888—May 24—at Maryborough—3 starters—C.R.C.—F. J. Isles, T. Hughes, D. O'Connor, E. Winter, stroke

1888—December 10—at Brisbane—2 starters—C.R.C.—F. J. Isles, L. Quinn, D. O'Connor, E. Winter, stroke

1889—December 10—at Brisbane—2 starters—C.R.C.—J. H. Williams, L. Quinn, T. Hughes, E. Winter, stroke

1890—December 10—at Brisbane—2 starters—B.C.R.C.—H. T. Bell, W. E. Molle, C. B. P. Bell, W. A. D. Bell, stroke

1891—Race rowed January 26th, 1892.

1892—January 26—at Brisbane—2 starters—C.R.C.—W. B. Carmichael, J. H. Williams, R. MacDowall, E. Winter, stroke

1892—December 10—at Brisbane—1 starter—C.R.C.—W. B. Carmichael, J. H. Williams, R. MacDowall, E. Winter, stroke

1893—December 16—at Brisbane—1 starter—C.R.C.—W. B. Carmichael, J. H. Williams, R. MacDowall, E. Winter, stroke

1894—October 27—at Brisbane—3 starters—C.R.C.—J. C. Spode, J. H. Williams, W. B. Carmichael, B. J. Beirne, stroke

1895—October 26—at Brisbane—2 starters—C.R.C.—W. B. Carmichael, A. Young, E. Colclough, J. Deevy, stroke

1896—No race—holders of title—C.R.C.—W. B. Carmichael, A. Young, E. Colclough, J. Deevy, stroke

1897—November 6—at Brisbane—3 starters—M.R C.—A. Negus, W. Archibald, R. Dunlop, W. Gordon, stroke

1898—May 24—at Maryborough—3 starters—M.R.C.—A. Sullivan, W. Archibald, E. Wearin, W. Gordon, stroke

1899—October 14—at Rockhampton—3 starters—M.R.C.—E. Wearin, E. Sullivan, J. Barton, N. Barton, stroke

SUMMARY—From and including 1880 to 1899, the Four-Oared Championship of Queensland, has been rowed for 28 times. Brisbane Clubs have won the title 15 times—Commercial Rowing Club 14 times; Breakfast Creek Rowing Club 1. Maryborough Clubs have won the title 13 times—Maryborough Rowing Club 12; Wide Bay Rowing Club 1.

NOTE.—1880, May 24; 1890, December 10; and 1892, January 26. Distance was 2 miles.

ALPHABETICAL LIST OF WINNERS OF CHAMPION FOURS OF QUEENSLAND, FROM AND INCLUDING 1880.

Archibald, W., 1897, 1898
Barton, C. F., 1880, 1884, 1885 and 1886
Bartholomew, J., 1880
Bartholomew, B., 1882, 1885 and 1886
Barns, T. M., 1884
Barrymore, F. W., 1885
Bell, H. T., 1890
Bell, C. B. P., 1890
Bell, W. A. D., 1890
Barton, Newton, 1899
Barton, J., 1899
Cheyne, A., 1883
Curtis, E. T., 1885
Carmichael, W. B., 1892, twice (Jan. 26, and Dec. 10) 1893, 1894, and 1895
Colclough, E., 1895
Devoy, J. N., 1882 and 1883
Davis, H. W., 1884
Deevy, J., 1895
Dunlop, R., 1897
Forster, G. C. D., 1882
Fetherston, H. J., 1882
Foster, F. E., 1882, 1883, 1884
Graham, S. J., 1886
Gordon, W., 1897 and 1898
Hardgrave, P., 1881
Hughes, T., 1886, 1888 and 1889
Isles, F. J., 1888, (May 24 and Dec. 10)
Julin G., 1883
Linklater, G., 1883
Leslie, W., 1887
Myers, C. G., 1881
Muggridge, U., 1887
Molle, W. E., 1890
McWatters, James, 1880
McFarlane, J., 1883
Mactaggart, D., 1884, 1885 (May 24, August 14, Dec. 10), and 1886
McCreadie, H., 1885, (Aug. 14, and Dec. 10), and 1886
McDowall, R., 1887 1892 (Jan. 26, and Dec. 10), and 1893
McDowall, A., 1887
McDowall, J., 1887
Negus, A., 1897
O'Sullivan, T., 1881, 1882 and 1883
O'Connor, D., 1881, 1882, 1883, 1884, 1887, 1888 (May 24, and Dec. 10)
O'Neill, W., 1886
Poulter, W., 1880
Poulter, A., 1880
Pinnock, P. W. G., 1884 and 1885
Quinn, L., 1884, 1887, 1888, and 1889
Sim, R. A., 1880
Sim, W. S., 1880
Sim, J., 1880
Spode, J. C., 1894
Sullivan, A., 1898
Sullivan, E., 1899
Wilmott, A., 1882
Winter, E., 1886, 1887, 1888, (May 24, and Dec. 10), 1889 1892, (Jan. 26 and Dec. 10) and 1893
Williams, J. H., 1889, 1892, (Jan. 26, and Dec. 10), 1893 and 1894
Wearin E., 1898 and 1899
Young, A., 1895

INTERCOLONIAL CONTESTS.

QUEENSLAND'S first venture against the neighbouring colonies was in 1885, when a crew was formed to compete in the Intercolonial Eight-oar Race rowed in Sydney on April 25th of that year. The crew were J. N. Devoy, bow; E. Baynes, No. 2; T. A. Bond, No. 3; L. J. Quinn, No. 4; D. O'Connor, No. 5; P. Hardgrave, No. 6; T. Hughes, No. 7; E. Winter, stroke; Mark Harris, cox. The Hon. George Thornton, President of the New South Wales Rowing Association, in welcoming the crew said — "Forty-two years ago a small steamer, which I owned, took away all the produce Queensland could spare, and took back what merchandise was required. Now Queensland sends an eight-oared crew to row in New South Wales water." The Queenslanders arrived on April 16, and put up at the Mercantile's branch shed at Gladesville; Jack Blackman, the well-known captain of that club, looking after them. Four crews competed, representing Victoria, New South Wales, Tasmania, and Queensland. The weights for the eight men being—Queensland, 90st. 7lbs.; Victoria, 89st. 11lbs.; Tasmania, 89st.; New South Wales, 87st. 10lbs.

This was the first time that a fin was used in an eight-oar boat, the Tasmanian boat being fitted with one by Edwards, the well-known Melbourne boatbuilder. The betting was 3 to 2 on New South Wales, 3 to 2 against Victoria, 5 to 1 against Tasmania, and 20 to 1 against Queensland, one wager of £100 to £5 about the latter being recorded. Senior stroked the Victorians, C. Bros the New South Wales crew, Sharland the Tasmanians, and E. Winter the Queenslanders. The Queenslanders looked a fine muscular lot as they drew up for the start, which was at Ryde Bridge. At the word "go," Queensland and Tasmania led by a few feet, the four crews striking 47 in the first minute; before long, however, New South Wales took the lead, and at Uhr's point were leading, with Victoria second, slightly in front of Tasmania, and Queensland close up fourth. The end of the first mile, which was done in 5min. 30secs., saw Victoria leading, and New South Wales making a determined spurt at 42. The race now resolved itself into duels between New South Wales and Victoria, and Tasmania and Queensland. The one and a-half mile point was passed in 8min. 40secs., two miles in 11min. 40secs., where New South Wales had overhauled Victoria, Queensland being third, two lengths off. Now came a bitter struggle between New South Wales and Victoria, but the former gradually drew away and won by a length and

E. BAYNES (No. 2) | L. J. QUINN (No. 3) | T. A. BOND (No. 4) | G. E. MARKWELL (Emergency) | P. HARDGRAVE (No. 6) | J. N. DEVOY (Bow)



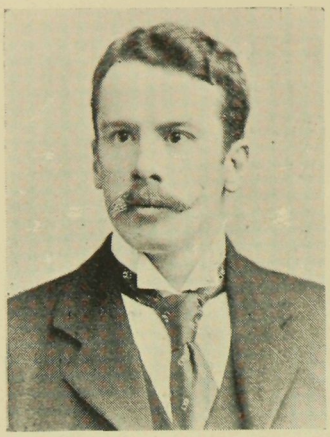
T. HUGHES (No. 7) | E. WINTER (Stroke) | MARK HARRIS (Cox.) | D. O'CONNOR (No. 5)

QUEENSLAND'S FIRST INTERCOLONIAL EIGHT.

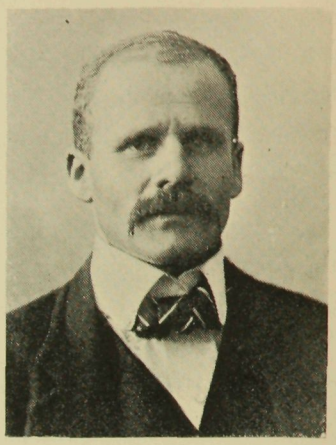
a-half, Victoria being two lengths ahead of Tasmania, and Queensland three lengths away last. Time, 19min. 28secs. Among those instrumental in sending this first crew away were Hon. E. B. Forrest, Messrs. F. E. Foster, W. Bulcock, R. H. Lawson, and J. C. Kent.

1889—The next intercolonial contest Queensland took part in was for the Four-oar Championship of Victoria, on November 9th, 1889. The crew was from the Commercial Rowing Club, and comprised: J. H. Williams, 10st. 10lb.; L. J. Quinn, 11st. 7lb.; T. Hughes, 12st. 6lb.; and E. Winter (stroke), 11st. 4lb.; C. Midson (cox). Four crews started, the other three being from the Melbourne City Club, Albert Park, and Melbourne Club respectively. The Queenslanders were first away, rowing a faster stroke than any of the others, but when about 300 yards from the start the Melbourne City crew led by one and a-half lengths. A foul between the Queenslanders and the Melbourne crew occurred at Spottiswoode Point, where the Melbourne City crew had a lead of eight lengths, and after the foul the Queenslanders fell last, Melbourne and Albert Park having a good race for second place. Later on one of the Park crew crabbed, and Queensland took third place. The Melbourne City crew eventually won by eight lengths, the Melbourne Club crew being five lengths ahead of the Queenslanders, with Albert Park last. Distance 3¼ miles; time, 19min. 15secs., or 17secs. faster than the previous Champion race.

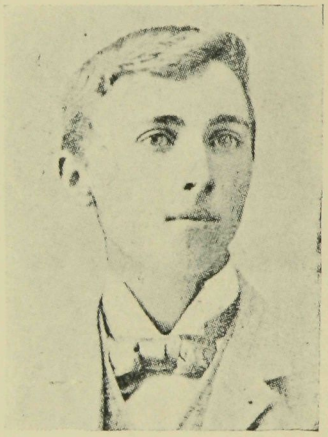
1890—May 17th. This year saw Queensland again competing in New South Wales, this time for the Four-oar Championship of that colony. Messrs. W. A. D. and C. B. P. Bell—fresh from Cambridge, where each had earned distinction in undoubtedly the finest and hardest race in the world, the Grand Challenge Eights at Henley—had introduced the latest style of rowing to Brisbane. Through the exertions of Mr. W. A. D. Bell a crew from the Breakfast Creek Rowing Club, which shed the brothers Bell had joined, was got together for this event, consisting of H. T. S. Bell, 10st. 7lb.; W. E. Molle, 10st. 12lb; C. B. P. Bell, 13st.; W. A. D. Bell (stroke), 11st.; F. Slawson (cox). They rowed in a new best and best boat, the body seats being at the sides, similar to the body seats in an eight. The other competitors were the Mercantile Rowing Club crew: N. J. MacDonald, 10st. 10lb.; E. W. Martin, 12st. 4lb.; W. C. Freeman, 12st. 4lb.; J. Thomson (stroke), 9st. 7lb.; M. Ives (cox.) Balmain Rowing Club: A. Goodyear, 10st. 8lb.; J. Collins, 11st. 6lb.; J. Fraser, 12st. 8lb.; R. S. Thompson (stroke), 10st. 8lb.; S. Ivens (cox.) The Queensland crew jumped away at the start and were never caught, increasing their lead gradually and finishing with ease six lengths ahead of the Mercantile crew, who rowed a good race, spurting several times; but each time the Queenslanders



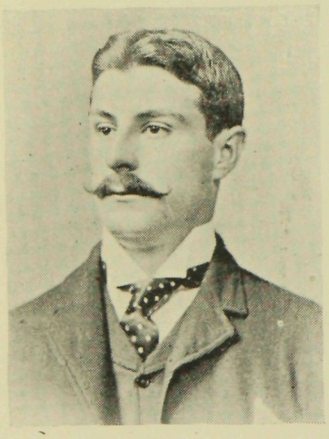
H. T. S. BELL (Bow), 10st 7lb



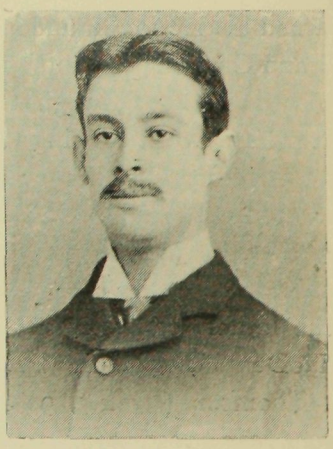
W. E. MOLLE (No. 2), 10st 12lb



F. SLAWSON (Cox.), 7st



C. B. P. BELL (No. 3), 13st



W. A. D. BELL (Stroke), 11st

BREAKFAST CREEK CREW, BRISBANE

WINNERS OF FOUR-OARED CHAMPIONSHIP OF NEW SOUTH WALES, 1890.

shot away as fast and faster than the others came up. The Balmain crew were never in it and gave up without completing the course. The whole distance was rowed in fast time—18min. 3½sec.

Among those who took an active part in sending this crew south were Messrs. C. Lumley Hill, Sir S. W. Griffith, Hon. B. D. Morehead, and Mr. R. H. Roe. The crew in the earlier stages was coached by Mr. Stephen Fairbairn, of Beaconsfield station, an old crack Cambridge oar and experienced coach, who even at that period confidently predicted their victory. Later on Mr. J. T. Bell (brother of stroke and No. 3) and Mr. R. H. Roe gave advice to the boat.

The crew received an ovation on their return to Queensland, which was richly deserved, as they were the first Queenslanders to earn an inter-colonial win for the colony in the rowing world. Queensland was jubilant at the success gained, and it was determined to form an eight to compete in the intercolonial eight-oar race on the Parramatta on November 29th, 1890.

Mr. Colin Bell got together the following crew:—F. W. De Little, 10st. 3lb.; W. E. Molle, 11st. 4lb.; H. T. Bell, 11st. 2lb.; F. M. Armstrong, 12st.; A. H. G. Drury, 12st. 6lb.; C. B. P. Bell, 12st. 12lb.; E. Colclough, 11st. 8lb.; W. A. D. Bell (stroke), 11st. 2lb. The coaching was ably done by Mr. J. T. Bell (now M.L.A.) The race was rowed on the Parramatta, with a following wind and against the tide, making the water very choppy. Queensland had the southern and best position, New South Wales was in the middle, and Victoria on the north bank. At the word "go" the Queenslanders, rowing 40 to the minute, went away with the lead, and at the mile beacon were four lengths in front of Victoria, who were two lengths ahead of New South Wales. The three crews had now steadied down to 34, but the Victorians quickened up to 36 and reduced the Queenslanders' lead to three lengths at Putney Point, New South Wales five lengths behind Victoria. Shortly afterwards the New South Wales boat shipped a sea or two and the crew ceased rowing. Victoria, rowing strongly, still further decreased the Queensland lead to a little more than a length at Cabarita, but a spurt by Queensland enabled them to again increase their lead to two lengths at Gladesville, and the race, bar accidents, was now theirs. But unfortunately that accident happened, through the wash of a steamer which was coming up the river. This, combined with the already rough water, struck No. 2's (W. E. Molle) outrigger, burying his oar up to the button, and when trying to get it free at the finish of the stroke it snapped in two. This threw all the crew out and stopped the boat for several seconds, during which interval Billie (as he was called) took a header, heedless of the sharks, and was picked up by the umpire's steamer. Victoria in the meantime had passed



QUEENSLAND EIGHT ON
THE PARRAMATTA, 1890.

the Queenslanders and were some five lengths ahead, which distance they maintained to the finish, the latter rowing on with seven men to the winning-post. It was admitted by all the spectators that but for the accident a quarter of a mile from the winning-post the Queenslanders would have won.

The result of this race, however, made the Queenslanders determined to have another try, and in November, 1891, the following crew started on the Yarra at Melbourne: B. J. Beirne, 10st. 2lb.; F. W. De Little, 10st.; A. J. Westaway, 11st. 6lb.; F. M. Hart, 11st. 4lb.; A. H. G. Drury, 12st. 4lb.; W. E. Molle, 11st.; E. Colclough, 11st. 6lb.; R. T. Hilder (stroke), 10st. 9lb.; Dannie Joyce (cox.) In this race New South Wales were too quick for the pistol, and got in three strokes before the report was heard. Hilder, however, taking the Queensland crew away at 44, soon overhauled New South Wales, and had a great ding-dong tussle with the redoubtable Victorians for the first mile, when the pace being too warm for the latter they had to go under for the first time since 1885, and the boys from the tropics rowing with a nice even swing, good length, and hard leg drive, steadying down to 32, won the first and only intercolonial eight-oar race for Queensland by over 100 yards from New South Wales, the Victorians being last.

The race in 1892 was the first intercolonial eight rowed in Brisbane, and took place in May on the Bul'mba Reach. Queensland was then represented by F. J. Hickie, F. A. Gore, B. J. Beirne, A. J. Westaway, A. H. G. Drury, C. B. P. Bell, E. Colclough, and R. T. Hilder (stroke), and they had done some splendid trials before the race. However, owing partly to having the worst position and a bad start, they were not in the contest, and a well fought out race was won by Victoria, New South Wales being second, and Queensland last.

In 1893 the record flood having carried away the C.R.C. boatshed, the indefatigable skipper, Ernest Winter, assisted by his engineer, Jim Williams, erected a lean-to shed against the Domain fence, using the Government stables as a dressing room, and got together a crew composed of A. Baynes (bow), W. B. Carmichael (2), A. Young (3), J. H. Williams (4), R. McDowall (5), W. E. Molle (6), E. Colclough (7), E. Winter (stroke), and did their best to bring back the lost laurels from Sydney, but were unsuccessful, New South Wales winning by three lengths from Victoria, with Queensland last.

In May, 1894, a crew composed of J. Davidson, W. G. Graham, J. H. Williams, A. Thynne, A. H. G. Drury, A. Young, E. Colclough and B. J. Beirne (stroke) competed on the Yarra, but were not fast enough for the other two crews, Victoria winning rather easily from New South Wales, with Queensland a bad last.



CHAMPIONS OF AUSTRALIA,
1891.

QUEENSLAND EIGHT
IN MELBOURNE.

In 1895 the race was again rowed in Brisbane, on the Hamilton Reach, and proved to be the most exciting and evenly contested of all the inter-colonial eight-oar races. The Queensland crew, who had trained well, thanks to the services of Mr. F. W. De Little, who coached them, were seated as follows:—W. A. Douglas (bow), J. H. Williams (2), W. B. Carmichael (3), R. McAlister (4), Pierce Joyce (5), A Young (6), E. Colclough (7), J. Deevy (stroke). Unfortunately Queensland did not hear the pistol report, being too far away from the starter, and thus lost about two lengths at the start. N.S.W. and Victoria had a great tussle for the first mile, where Victoria, lasting the longer, got an advantage of about a length. Queensland now began to close on N.S.W., and at 1½ mile got the nose of their boat level with N.S.W. rudder, but a spurt by the Welshmen put a length between them again. The Victorians were now leading by about two lengths from N.S.W., who were one length in front of Queensland. This order was maintained till near the finish, when Queensland spurted and ran the nose of their boat across the N.S.W. stern (the latter having taken Queensland's water), but it was too late. The Victorians rowed a splendid race, getting the swing, catch and finish as one man, and won by two lengths, Queensland as already mentioned being right on N.S.W. The Queenslanders also rowed a good race, having a very hard leg drive going all through the race, and if they had only been paying more attention at the start and got away with the other two crews, the result would have been doubtful, there being very little difference between the three crews in pace and condition. N.S.W. also deserve great credit for the plucky way they hung on to the winners and beat off the Queenslanders, the final spurt of the latter being really brilliant. Good old Jack Deevy (now in Croydon) stroked with great dash, and was one of the most brilliant men our colony has had. It was, without doubt, a great race, and so aroused the enthusiasm of the Queenslanders that they decided to have another try in 1896, when the following crew went to Sydney:—W. A. Douglas, J. H. Williams, T. A. Skinner, W. B. Carmichael, A. Dennis, J. Deevy, R. McAlister, A. Young (stroke), but they did not make such a good bid for victory as the previous year's crew, and were badly defeated by both Victoria, who won, and N.S.W.

We come now to the 1897 race, rowed in Melbourne, and in which N.S.W. did not compete, owing to their Association being unable to agree with the other colonies on the amateur definition, they holding the definition agreed on at the conference should be retrospective. The Queensland crew was composed of W. A. Douglas,O. Agar, F. B. Whitman, A. Burton, M. Foley, W. Bryce, S. B. Boland, J. B. Arthur (stroke), and the race was again won by Victoria, with Western Australia second. This was the first time a

W. B. CARMICHAEL (No. 3)
10st 10lb

W. A. DOUGLAS (Bow)
10st 7lb

J. H. WILLIAMS (No. 2)
10st 12lb



PIERCE JOYCE (No. 5)
12st 12lb

E. COLCLOUGH (No. 7)
11st

R. A. McALISTER (No. 4)
12st

J. DEEVY (Stroke)
12st

A. YOUNG (No. 6)
11st 7lb

W. ARMSTRONG (Cox.), 8st.

INTERCOLONIAL EIGHT, 1895.

crew had competed from the Western Colony, and it was composed chiefly of Victorian oarsmen who had lately gone over to settle in that colony.

The Intercolonial Eight-oared Race of 1898 is still fresh in memory, and was put back from May to November to suit the Queenslanders, for which favour they are indebted to Victoria. The race was rowed on the Bulimba Reach of the Brisbane River, the crew being J. A. Cullinane (bow), 10st.; F. H. Cameron (No. 2), 10st.; A. Young (No. 3), 11st. 4lb.; O. Agar (No. 4), 10st. 10lb.; N. H. Drury (No. 5), 11st. 6lb.; T. J. Lyons (No. 6), 11st. 10lb.; S. B. Boland (No. 7), 11st. 5lb.; J. B. Arthur (stroke) 10st. 10lb.; R. Burton, cox. This proved a great race, the Queenslanders leading at the start, but Victoria gradually drew on them and passed them after five minutes of hard rowing. Our boys stuck gamely to them and battled along down the reach toward the Bulimba Ferry, 2½ miles from the start, where they almost drew level, but Victoria managed by judicious spurting to maintain a slight advantage, eventually winning by half a length.

1899—Rowed at Melbourne on November 18th. Four crews started, representing Victoria, New South Wales, South Australia, and Queensland. The difference which had existed with New South Wales *re* the amateur question was overcome, and the popular light blues were accorded a good reception on their reappearance. Our crew were W. Mellish (bow), T. Cusack (2), J. O'Connor (3), F. Craig (4), T. J. Lyons (5), F. B. Whitman (6), E. Colclough (7), D. E. Joyce (stroke), A. Caddan (cox.) The boats got away on even terms. The Victorian crew, rowing a strong, steady stroke, soon forged their way to the front, and, passing the umpire's steamer, led New South Wales by a length. Queensland was nearly level, with South Australia last. Victoria, pulling easily, improved their position, and at the mile had a three lengths lead of New South Wales. Approaching the Gasworks, South Australia spurted well, and headed New South Wales, but soon dropped back. Victoria, without much effort, passed the winning post four lengths in front of New South Wales, South Australia being two lengths off third. The Queenslanders were a length off last. Distance, 2½ miles. Time, 14min. 52sec.

The crew which represented Queensland on this occasion included a lot of freshmen, as the older and more experienced oarsmen who were asked to take seats could not spare the time to go south. During the crew's training on the Brisbane River they were twice defeated by a scratch eight over a three-mile course, Mr. Steve Fairbairn rowing No. 5 in the latter boat. Mr. W. A. D. Bell coached the crew in the preliminary stages, and every credit is due to that gentleman for his painstaking and unstinted services. Mr. Steve Fairbairn took the team in hand on their arrival in Melbourne, and although unsuccessful, the result of the coaching will be of

great benefit to the men, as the improvement in their style was very noticeable.

Brisbane will be the scene of the next intercolonial contest, the race having been fixed for May, 1900. In all probability four crews will start, including South Australia, which colony came into the new intercolonial agreement after the last race in Melbourne.

The following Table shows the results of these contests when Queensland entered them in 1885 and in 1890 and following years:—

Year.	Won by	Second.	Rowed at.	Time.
*1885	New South Wales	Victoria	Sydney	19.28
†1890	Victoria	Queensland	Sydney	18.45½
1891	Queensland	New South Wales	Melbourne	18.45
1892	Victoria	New South Wales	Brisbane	15.5
1893	New South Wales	Victoria	Sydney	19.23
1894	Victoria	New South Wales	Melbourne	16.24
1895	Victoria	New South Wales	Brisbane	16.16½
1896	Victoria	New South Wales	Sydney	17.17
1897	Victoria	Western Australia	Melbourne	17.10
1898	Victoria	Queensland	Brisbane	16.1
‡1899	Victoria	New South Wales	Melbourne	14.52

* In 1885 crews from Victoria, New South Wales, Tasmania and Queensland competed.

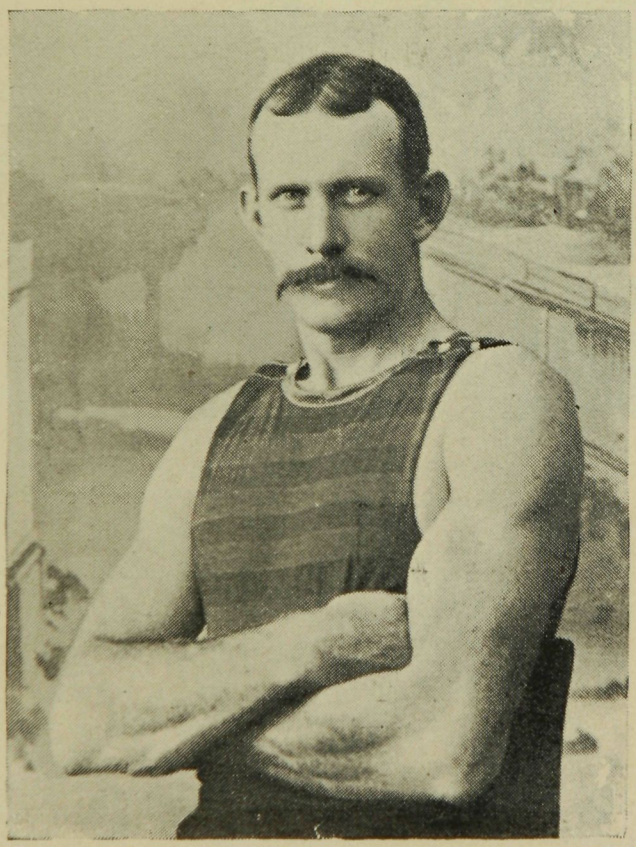
† In 1890 Queensland broke an oar when leading, at a quarter of a mile from the finish. From 1890 to 1896 Victoria, New South Wales and Queensland competed. In 1897 New South Wales dropped out and Western Australia made the third competitor. In 1898 only Victoria and Queensland were represented.

‡ In 1899 four crews started, representing Victoria, New South Wales, South Australia and Queensland, the course being 2½ miles.



INTERCOLONIAL SCULLING.

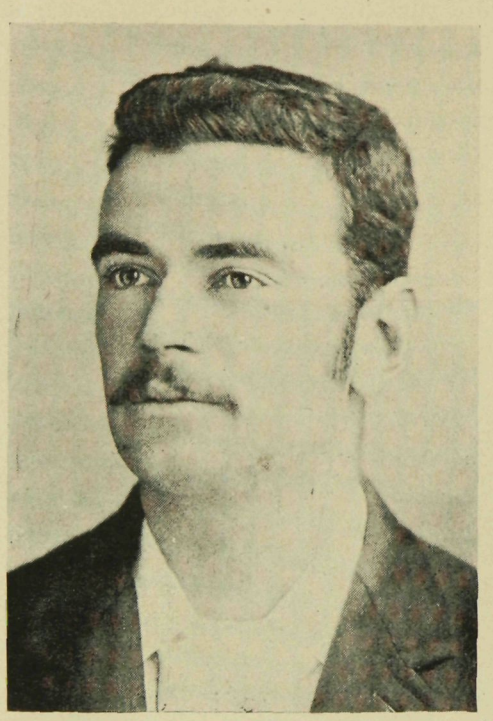
TO Queensland belongs the honor of starting the Amateur Champion Sculls of Australia, and in this branch of rowing our colony has been singularly successful through the medium of one of her own sons, Mr. M. J. Slack. Mr. Slack first attracted attention as a sculler in 1890, when he won the sculling events at the annual regatta in Brisbane. In 1892 the Queensland Rowing Association first arranged this race in conjunction with the eights, and as Mr. J. B. Johnston, of Bundaberg, was the recognised amateur champion of Queensland, he was invited to compete, which he did. M. J. Slack also entered, the southern competitors being W. Lambert and W. Goulding, both of New South Wales. The latter two were the crack scullers of Sydney, but in this race they had both to strike their colors to Slack, who won a severe race from Lambert, with Goulding third, Johnston giving up. Lambert led for nearly 2½ miles, when Slack put on one of the finest spurts ever seen here, overhauled and passed Lambert, and won by three lengths. Distance, 2¾ miles. Time, 19min. 35sec.



M. J. SLACK, 11st. 10lb.,
Australasian Champion, 1892 and 1896.

Slack being desirous of gaining honor as the recognised Amateur Champion of Australia, resolved that as Victoria did not compete in the last-named event, he would compete for the Sculling Championship of that colony on November 9th, 1892. This project was taken up by his employers, the well-known brothers Harry, George and Ernest Baynes,

who greatly assisted Slack by cheerfully letting him away to practice, Mr. George Baynes himself looking after Slack when training on the Yarra Yarra.



E. POWELL, 11st. 12lb.,
Australasian Champion, 1895.

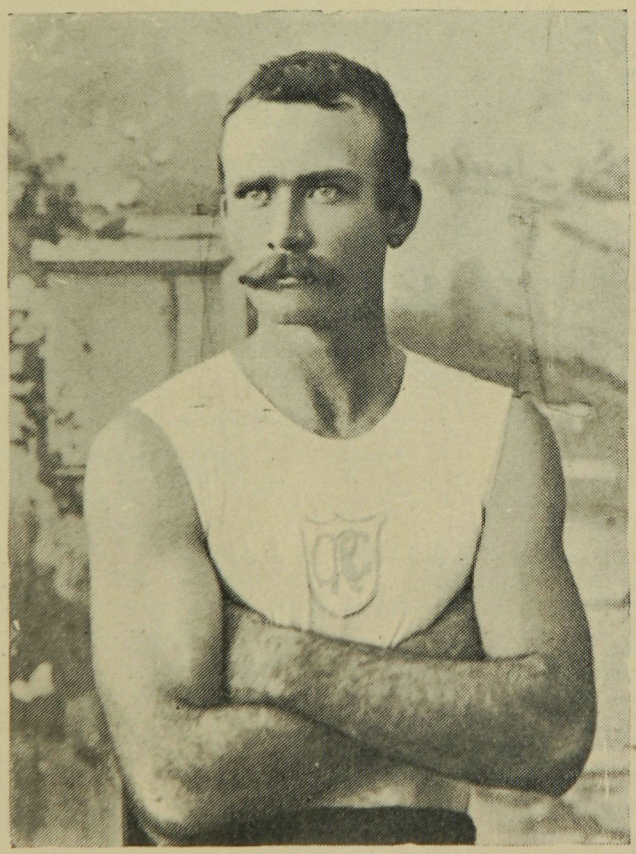
The starters for this event were, besides the Queenslander, J. C. Fitzgerald, Electric Telegraph Club; J. L. Bannister, Corio Bay Club; E. R. Ainley and F. Galvin, of the Yarra Yarra Club, the northerner being the favourite. The men got away well together, but a few powerful strokes put Slack in front, and he maintained the leading position to the finish, winning easily by eight lengths. Distance, 3¼ miles. Time, 22min. 46½sec.

May, 1895. The next intercolonial sculling event took place on the Brisbane River where Slack met his first defeat. The race was rowed in conjunction with the Intercolonial Eights, the competitors being E. Powell, Victoria; W. Lambert, N.S.W.; and M. J. Slack, Queensland. The race was rowed from Queensport to the mouth of Breakfast Creek. Powell and Slack went off with the lead, which Powell assumed at the mile point and maintained to the finish, Slack retiring from the contest a mile from home. Lambert came very fast at the finish and began to overhaul Powell, but his spurt was too late.

May, 1896. The Queenslander, smarting under his defeat of the previous year, determined to retrieve his laurels in Sydney, where the next race was rowed. E. Powell had again entered to retain the championship title, the other competitors being J. L. Bannister (late of Corio Bay, Geelong, but then of Sydney, and at that time the winner of the test race held by N.S.W. to determine who should represent her), and H. McCormick, the representative sculler of New Zealand. Here was the hottest quartette that ever competed, and our own Slack on this occasion, which was the greatest of his life, fully justified the confidence Queenslanders had in him by defeating his opponents easily. The water that day was exceptionally rough, and it was only by endurance and skill that the Queenslander gained a victory.

1897. The next race saw E. Powell (representing Western Australia, to which colony he had gone), Harry Lindgren (Victoria), and Alick Dennis (Queensland) start. Lindgren had won the senior sculls in Victoria, and Dennis was just coming on in Queensland. Slack found it impossible to leave Brisbane this year and had to stand out. Powell assumed the lead at the start and gradually drew away, winning easily by over ten lengths. Dennis and Lindgren had a great tussle for second place, the Queenslander being successful.

1898. This years race was competed for at Brisbane, but unfortunately no southerner put in an appearance. This left the contest to the Queenslanders, and a right good battle they made of it. Dennis got a slight lead at the start, which he maintained all the way, notwithstanding that Slack put in some fine spurts. Half a mile from the finish Dennis opened out, showing that he had a large amount of reserve force, and won by six lengths, the time being 18min. 41sec. This is very fast time considering the water was rough in places, as the time occupied when Slack defeated Lambert and Goulding was 19 minutes 35 seconds.



ALICK DENNIS, 12st.,
Australasian Champion, 1898.

1899—Rowed at Melbourne on November 18, the competitors being J. J. Daley (N.S.W.) and M. J. Slack (Queensland). Both used "stump" outriggers, a new class of boat which has come greatly into favour, Chris. Neilsen, of Parramatta, being the builder. The Queenslander on this occasion was forced to strike his colors to the gallant little Welshman. For the first half-mile the race was a really

good one. Slack, who was holding a slight lead, at this point touched the bank, and he afterwards steered badly. Daley then took the lead, and gradually drew away, eventually winning by fifteen lengths. Time, 18min. 18sec.

The following Tables give the winners of Rowing events (excepting Champion Fours of Queensland, which are under a separate heading) in Brisbane, from and including 1880 :—

MAIDEN SCULLS.

1884—3 starters	.. K.P.R.C.	.. T. A. Bond	1889—3 starters	.. Unattached	T. Tripconny
1885—4 ,,	.. C.R.C.	.. T. Hughes	1895—2 ,,	.. C.R.C.	.. A. Dennis
1886—3 ,,	.. K.P.R.C.	.. L. M. Bond	1897 (Mar.)—3 strs.	C.R.C.	.. F. E. Baynes
1888—3 ,,	.. B.C.R.C.	.. G. V. Turnbull	1897 (Nov.)—2 ,,	C.R.C.	.. L. C. Wilson

1899—3 starters ... B.R.C. .. A. H. G. Drury

JUNIOR SCULLS.

1890—2 starters .. B.C.R.C. .. M. J. Slack

SENIOR SCULLS.

1881—3 starters	.. B.R.C.	.. E. Winter	1886—3 starters	.. K.P.R.C.	.. T. A. Bond
1882—2 ,,	.. C.R.C.	.. T. O'Sullivan	1890—2 ,,	.. Unattached	M. J. Slack
1883—4 ,,	.. Unattached	D. Uhlmann	1890 (May)—2 strs.	B.C.R.C.	.. G. V. Turnbull
1884—2 ,,	.. Unattached	D. Uhlmann	1897—3 starters	.. C.R.C.	.. A. Dennis
1885—2 ,,	.. C.R.C.	.. E. Winter	1897 (R'view) 2 strs.	B.R.C.	.. M. J. Slack

CHAMPION SCULLS.

1889—6 starters	.. Bundaberg R.C.	..	J. B. Johnston
1891—2 ,,	.. B.C.R.C.	.. ..	M. J. Slack

HANDICAP SCULLS.

1892 (January)	.. 2 starters	.. B.C.R.C.	.. .. ..	W. G. Slack	.. Scratch
1892 (August)	.. 3 ,,	.. ,,	.. .. ..	W. G. Slack	.. ,,
1892 (December)	.. 2 ,,	.. ,,	.. .. ..	M. J. Slack	.. ,,
1897 ..	.. 2 ,,	.. Southport	.. .. ..	Geo. Calles	.. ,,
1899 ..	.. 2 ,,	.. B.R.C.	.. .. ..	M. J. Slack	.. ,,
1899 (December)	.. 3 ,,	.. C.R.C.	.. .. ..	A. Dennis	.. ,,

CHALLENGE SCULLS.

1899—M. J. Slack v. A. Dennis—won by M. J. Slack, B.R.C.

UNDER 19 PAIRS.

1880—3 starters	.. ..	Kangaroo Point Rowing Club..	E. M. Hart and T. A. Bond

UNDER 20 PAIRS.

1881— 3starters	.. ..	Commercial Rowing Club	.. J. Mullen and S. H. Martin

JUNIOR PAIRS.

1882—2 starters	.. ..	Brisbane Rowing Club	.. R. Macansh and C. J. Williams
1883—3 ,,	.. ..	Commercial Rowing Club	.. G. Patullo and W. Clacher
1886—2 ,,	.. ..	Breakfast Creek Rowing Club	.. H. Bliss and L. Bliss
1887—2 ,,	.. ..	Commercial Rowing Club	.. S. H. Smith and J. Graham
1888—2 ,,	.. ..	Commercial Rowing Club	.. E. Channing and West. Munro

Senior Pairs.

1880—2 starters	K.P.R.C.	P. Burke and E. Phelan	(stroke)
1881—2 ,,	B.R.C.	H. A. Macintosh and E. Winter	,,
1884—2 ,,	M.R.C.	P. W. G. Pinnock and D. Mactaggart	,,
1887—2 ,,	C.R.C.	E. Winter and W. O'Neill	,,
1888—2 ,,	M.R.C.	J. Mactaggart and D. Mactaggart	,,
1889—2 ,,	M.R.C.	J. Mactaggart and D. Mactaggart	,,

Maiden Tub Pairs.

1895—3 starters	C.R.C.	J. W. Hamilton and A. Burton	(stroke)
1897 (March)—3 starters	C.R.C.	T. J. Lyons and J. W. Hamilton	,,
1897 (Nov.)— 2 ,,	S.B.R.C.	F. Craig and D. S. Moreton	,,

Senior Tub Pairs.

1895—3 starters	C.R.C.	A. Dennis and M. Foley	(stroke)
1897—2 ,,	C.R.C.	A. Dennis and J. Deevy	,,

Maiden Double Sculls.

1888—2 starters	C.R.C.	P. Frankel and W. V. Heslehurst	(stroke)
1889—3 ,,	C.R.C.	A. Parker and H. G. Wickham	,,
1892—2 ,,	C.R.C.	F. E. Baynes and Arthur Baynes	,,

Junior Double Sculls.

1883—3 starters	C.R.C.	P. Hardgrave and J. Mullen	(stroke)
1887—4 ,,	C.R.C.	E. Channing and G. W. Munro	,,
1892—2 ,,	C.R.C.	W. B. Carmichael and J. H. Williams	,,

Winners of Senior Double Sculls.

1883—2 starters	C.R.C.	J. N. Devoy and T. O'Sullivan	(stroke)
1884—2 ,,	M.R.C.	G. C. D. Forster and C. F. Barton	,,
1886—2 ,,	C.R.C.	W. O'Neill and T. Hughes	,,
1887—2 ,,	C.R.C.	E. Winter and W. O'Neill	,,
1888—2 ,,	C.R.C.	E. Winter and T. Hughes	,,
1891—2 ,,	C.R.C.	F. W. De Little and F. Armstrong	,,
1892—2 ,,	B.C.R.C.	W. G. Slack and M. J. Slack	,,

Under 18 Fours.

1880—B.R.C.—A. D. Walsh, W. Baynes, Hector Perkins, J. B. Johnston (stroke)

Under 20 Fours.

1880—2 crews started—K.P.R.C.—J. McDonald, L. M. Bond, E. M. Hart, T. A. Bond (stroke)
1881—3 crews started—B.R.C.—W. Southerden, C. J. Williams, H. A. Francis, and Hector Perkins (stroke)
1883—3 crews started—C.R.C.—W. Isles, W. Slater, T. Hughes, J. Collins (stroke)
1884—3 crews started—K.P.R.C.—J. Ross. C. Foster, F. Smith, J. Wain, stroke
1885—2 crews started—K.P.R.C.—J. Ross, J. H. Darragh, R. Wain, E. Colclough, stroke
1886—3 crews started—B.C.R.C.—J. McMillan, C. Palmer, W. A. Douglas, J. McCleer, stroke
1887—5 crews started—B.C.R.C.—L. Flegeltaub, G. Bolton, M. Largy, J. Henry, stroke
1888—2 crews started—B.C.R.C.—C. Selheim, R. G. Scott, H. T. S. Bell, E. H. M. Drury, stroke
1889—3 crews started—C.R.C.—W. McMillan, J. McMillan, R. A. Macalister, L. C. Wilson, stroke
1890—3 crews started—B.C.R.C.—F. G. Hickie, E. O. Darvall, A. H. G. Drury, J. E. Darvall, stroke
1891—3 crews started—T.R.C.—R. Gailey, W. Whitman, V. Jessup, E. Fletcher, stroke
1892 (Jan.)—2 crews started—T.R.C.—R. Gailey, G. M. Colledge, J. Gore-Jones, E. Fletcher, stroke
1892 (Dec.)—2 crews started—T.R.C.—R. Gailey, G. M. Colledge, G. Hiron, J. Gore-Jones, stroke
1897 (Mar.)—2 crews started—B.R.C.—H. Ball, M. Bryce, F. Nicholson, E. Ayscough, stroke
1897 (Nov.)—2 crews started—C.R.C.—C. Finch, W. Dennis, A. C. Corfe, Jos. Grant, stroke

Maiden Fours.

1881—3 crews started—C.R.C.—A. C. Boden, S. Martin, G. Patullo, Frank Ransome, stroke
1882—4 crews started—C.R.C.—T. Clacher, W. McGrath, W. Clacher, H. W. Davis, stroke
1883—5 crews started—C.R.C.—J. Gasteen, W. Barber, W. Healion, L. Quinn, stroke
1884 (Hanlan's Regatta)—3 crews started—K.P.R.C.—V. Drury, E. Colclough, E. Baynes, A. Smith, stroke

MAIDEN FOURS—*Continued.*

1884—6 crews started—C.R.C.—W. Slater, J. Collins, A. Green, A. C. Wylie, stroke
1885—4 crews started—C.R.C.—M. Carroll, S. J. Graham, T. Hughes, J. Gibson, stroke
1886—3 crews started—B.C.R.C.—W. Noble, W. Hill, W. V. Heslehurst, J. Shekelton, stroke
1887—5 crews started—C.R.C.—S. H. Smith, F. J. Isles, F. Bellbridge, E. Channing, stroke
1888—3 crews started—C.R.C.—J. H. Williams, A. Parker, G. W. Munro, R. O. Moodie, stroke
1889—3 crews started—B.C.R.C.—W. E. Molle, E. O. Darvall, R. G. Scott, E. H. M. Drury, stroke
1890—5 crews started—C.R.C.—A. Laing, W. B. Carmichael, G. Hyde, W. Bligh, stroke
1891—4 crews started—T.R.C.—R. Gailey, W. Whitman, V. Jessup, E. Fletcher, stroke
1892 (Jan.)—4 crews started—B.C.R.C.—A. E. Allison, J. Darvall, Dr. Griffin, F. G. Hickie, stroke
1892 (Aug.)—3 crews started—C.R.C.—A. E. Hamilton, A. Baynes, F. Reimers, J. C. Spode, stroke
1892 (Dec.)—4 crews started—C.R.C.—C. H. Briggs, A. G. Stuart, H. W. Luya, F. Gore, stroke
1893—3 crews started—C.R.C.—A. Gardner, A. J. Coren, F. M. Pearson, R. D. Whitehill, stroke
1894—3 crews started—C.R.C.—R. Thomson, S. Kennedy, Pierce Joyce, A. Young, stroke
1895—3 crews started—C.R.C.—C. D. Austin, M. Foley, R. A. Macalister, E. Asmuss, stroke
1897 (Mar.)—2 crews started—C.R.C.—A. H. Donkin, T. J. Lyons, J. W. Hamilton, G. E. Davidson, stroke
1897 (Nov.)—2 crews started—C.R.C.—C. Finch, W. Dennis, A. C. Corfe, Jos. Grant, stroke
1899—4 crews started—B.R.C.—D. E. Joyce, E. K. Tully, S. Boland, E. P. T. Griffith, stroke
1899 (Dec.)—3 crews started—C.R.C.—C. Rogers, J. Thompson, T. Buckett, A. A. Petrie, stroke

JUNIOR FOURS.

1882—3 crews started—B.R.C.—A. D. Walsh, R. Macansh, E. Markwell, C. J. Williams, stroke
1883—4 crews started—C.R.C.—H. W. Davis, W. McGrath, W. Clacher, G. Patullo, stroke
1884 (Hanlan's Regatta)—3 crews started—K.P.R.C.—R. Wain, D. Armstrong, W. Croft, J. H. Darragh, stroke
1884—4 crews started—K.P.R.C.—E. Baynes, R. P. Earle, W. Harcourt, T. A. Bond, stroke
1885—2 crews started—K.P.R.C.—W. Farquhar, G. V. Turnbull, W. J. Robinson, R. Wain, stroke
1886—2 crews started—K.P.R.C.—H. Ready, G. V. Turnbull, W. J. Robinson, R. Wain, stroke
1887—4 crews started—B.C.R.C.—F. Shepherdson, E. Munro, F. Armstrong, E. Colclough, stroke
1888—2 crews started—C.R.C.—J. H. Williams, A. Parker, G. W. Munro, R. O. Moodie, stroke
1889—3 crews started—B.C.R.C.—W. E. Molle, E. O. Darvall, R. G. Scott, E. H. M. Drury, stroke
1890—3 crews started—C.R.C.—A. Laing, W. B. Carmichael, G. Hyde, W. Bligh, stroke
1891—3 crews started—C.R.C.—R. R. Miller, F. M. Hart, W. Johnston, R. T. Hilder, stroke
1892 (Aug.)—2 crews started—C.R.C.—A. E. Hamilton, A. Baynes, F. Reimers, J. C. Spode, stroke
1892 (Dec.)—3 crews started—C.R.C.—C. H. Briggs, A. G. Stuart, H. W. Luya, F. Gore, stroke
1893—3 crews started—C.R.C.—A. Gardner, A. J. Coren, F. M. Pearson, R. D. Whitehill, stroke
1894—2 crews started—B.R.C.—W. A. Douglas, J. Darvall, W. Gordon Graham, V. Jessup, stroke
1895—3 crews started—C.R.C.—W. Mellish, D. B. McSwaine, A. A. Donaldson, J. K. Cannan, stroke
1897 (Mar.)—3 crews started—B.R.C.—Alan Stanley, F. Bryce, Noel Drury, J. Bryce, stroke
1897 (Nov.)—2 crews started—C.R.C.—J. G. Massey, T. J. Lyons, J. W. Hamilton, G. E. Davidson, stroke
1897 (Riverview Regatta)—2 crews started—C.R.C.—J. G. Massey, T. J. Lyons, J. W. Hamilton, G. E. Davidson, stroke
1899—4 crews started—B.R.C.—D. E. Joyce, E. K. Tully, S. Boland, E. P. T. Griffith, stroke
1899 (Dec.)—2 crews started—C.R.C.—C. Rogers, J. Thompson, T. Buckett, A. A. Petrie, stroke

SENIOR FOURS.

1880—4 crews started—M.R.C.—W. Poulter, C. F. Barton, J. Bartholomew, A. Poulter, stroke
1882—3 crews started—C.R.C.—J. Mullen, F. E. Foster, D. O'Connor, J. N. Devoy, stroke
1883—3 crews started—C.R.C.—J. N. Devoy, F. E. Foster, D. O'Connor, T. O'Sullivan, stroke
1884 (Hanlan's Regatta)—3 crews started—C.R.C.—R. F. Borton, W. Healion, L. Quinn, J. Mullen, stroke
1884—4 crews started—M.R.C.—G. C. D. Forster, P. W. G. Pinnock, C. F. Barton, D. Mactaggart, stroke
1885—3 crews started—M.R.C.—H. McCreadie, C. F. Barton, B. Bartholomew, D. Mactaggart, stroke
1886—2 crews started—C.R.C.—S. J. Graham, W. O'Neill, T. Hughes, E. Winter, stroke
1887—2 crews started—C.R.C.—V. Muggridge, D. O'Connor, L. Quinn, F. E. Foster, stroke
1888—4 crews started—C.R.C.—E. Channing, A. Parker, G. W. Munro, R. O. Moodie, stroke
1889—3 crews started—B.C.R.C.—W. E. Molle, E. O. Darvall, R. G. Scott, E. H. M. Drury
1890—2 crews started—C.R.C.—R. O. Moodie, L. W. Lankester, F. Armstrong, F. W. De Little, stroke
1891—2 crews started—C.R.C.—J. H. Williams, W. J. Rylance, F. Armstrong, F. W. DeLittle, stroke



ERNEST BAYNES.

GEORGE BAYNES. HARRY BAYNES.

MESSRS. BAYNES BROS.

WELL-KNOWN BRISBANE SPORTSMEN.

SENIOR FOURS—*Continued.*

1892 (June)—3 crews started—T.R.C.—R. Gailey, G. M. Colledge, J. Gore-Jones, E. Fletcher, stroke
1892 (Aug.)—2 crews started—C.R.C.—W. B. Carmichael, J. H. Williams, R. MacDowell, E. Winter, stroke
1892 (Dec.)—3 crews started—C.R.C.—A. E. Hamilton, J. C. Spode, A. Baynes, B. J. Beirne, stroke
1894—3 crews started—C.R.C.—R. Thomson, S. Kennedy, Pierce Joyce, A. Young, stroke
1895—3 crews started—C.R.C.—C. D. Austin, M. Foley, R. Macalster, E. Asmuss, stroke
1897 (Mar.)—2 crews started—C.R.C.—F. H. Cameron, J. H. Williams, W. B. Carmichael, A. Young, stroke
1897 (Nov.)—3 crews started—M.R.C.—A. Negus, W. Archibald, R. Dunlop, W. Gordon, stroke
1897 (Riverview Regatta, Geary Fours)—2 crews started—C.R.C.—J. H. Williams, A. Burton, F. B. Whitman, O. Agar, stroke
1899—2 crews started—B.R.C.—R. McCowan, N. H. Drury, S. Boland, E. P. T. Griffith, stroke

CHAMPION FOURS OF THE BRISBANE RIVER.

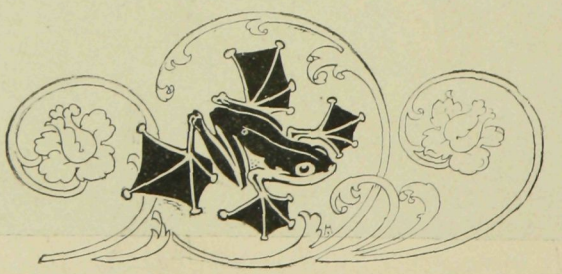
1884 (Hanlan's Regatta)—B.R.C.—H. Macintosh, G. E. Markwell, R. F. Phelan, E. Winter, stroke
1899—2 crews started—B.R.C.—R. McCowan, N. H. Drury, A. H. G. Drury, J. B. Arthur, stroke

MAIDEN EIGHTS.

1894—2 crews started—C.R.C.—R. Wilson, W. Mellish, A. A. Donaldson, R. M King, D. B. McSwaine, C. H. Arkell, J. K. Cannan, J. Deevy, stroke
1896—2 crews started—C.R.C.—J. E. Mellifont, F. B. Whitman, T. J. Lyons, W. P. Mellifont J. W. Hamilton, A. Burton, A. Dennis, O. Agar, stroke

OPEN EIGHTS.

1892—2 crews started—C.R.C.—C. H. Briggs, W. Whitman, A. Baynes, B. J. Beirne, W. B. Carmichael, J. H. Williams, R. MacDowell, E. Winter, stroke
1893—2 crews started—C.R.C.—L. C. Wilson, A. G. Stuart, J. C. Spode, W. R. Mayes, W. P. Carmichael, J. H. Williams, R. MacDowell, B. J. Bierne, stroke
1897 (Webb Eights, Riverview)—2 crews started—C.R.C.—F. W. DeLittle, F. H. Cameron, J. H. Williams, A. Burton, J. W. Hamilton, T. J. Lyons, F. B. Whitman, O. Agar, stroke



HOW TO ROW.

By Mr. Colin B. P. Bell,
Cambridge University Boat Club.

Mr. R. T. Hilder, Stroke of the Queensland Eight (Australian Champions for 1891), posing.

I PROPOSE in this article to explain as shortly as is possible the different movements of rowing, both on a fixed and sliding seat. The system is not one that is new, or common to any club in particular, but merely the style of rowing adopted by all successful clubs in England, as well as by both Universities. The sole aim of an up-to-date coach is to teach his men to row with "a good blade," and that must be the guiding star of every man who wishes to turn out a well-finished crew. There is no art or science required on the part of a coach to teach eight men to rush up their slides at the same moment, and dip their blades in and out of the water exactly together. It is too true that a crew after a few rows will learn that much themselves, but they will never learn without proper instructions the way to get the boat to travel the greatest possible distance between the strokes. This can only be taught by experienced coaching, and careful endeavour on the part of the young oarsman to learn, from the very first, principles which have been proved by results to be correct.

Many of the elementary movements of rowing can be taught out of the boat. However, the first thing the coach has to see to is that his pupil has the proper rowing toggery—a pair of leather shoes with the heels half taken off, flannel trousers cut down an inch above the knees, a light jersey or zephyr with half sleeves. With these and his club cap his rowing clothes are complete. It should be impressed on the beginner how necessary it is to be always keen, and not to mind continual correction. Place the young oar on a low seat, about six inches from the floor, undo the two top buttons of his rowing pants, tucking the ends in to prevent them impeding the hands when being shot out. The trousers are undone to allow the stomach to come right forward. He should sit in the most comfortable attitude, not necessarily with the erectness of a drill sergeant, but in a manner that convinces him he can swing from his hips and not from the middle of the back. A box, or something that will act as a stretcher, should be made for his feet The heels of his shoes should be touching each other, and the soles of the feet flat on the stretcher, the knees kept well up and not allowed to fall, either to the right or left. Let him now swing forward as far



HALF-FORWARD POSITION.

as he possibly can from the hips. His shoulders should be square and thrown well back, head up, and his eyes looking slightly in an upward direction. To keep the eyes up is very important, for it will always be found that the hands follow the eyes. When forward the stomach should be blown out, not drawn in. With the feet pressed well on the stretcher we have the position of an oarsman ready to start the stroke. The arms we shall deal with when our beginner is sufficiently advanced to be put in a boat. A shove off the stretcher and an upward swing of the body backwards, just past the perpendicular, gives us the body movement during the time the blade is in the water. Coming forward to repeat the stroke, it is most important to learn from the earliest stage, otherwise it may never be acquired, to put some weight on the stretcher. Too much stress cannot be laid upon this point, for the whole success of an oarsman, when rowing in good crews, depends upon it, for if he fails to swing forward with his feet hard pressed on the stretcher the boat will most certainly roll. The slower the body is made to swing forward and the smarter back the better practice is it. If the beginner is taught for a few days to swing in the boat shed before he is allowed to go on the water the other movements of rowing will quickly come to him. Few men, although perhaps good oars, know the proper way to get into a boat, and the beginner should be taught that there is a right and wrong way. The oar, which we presume is standing in the shed, should be shouldered (not carried at the trail) to the boat, the blade dropped flat on the water and the handle worked through the thole pins up to the button, not past the button. The oarsman, with his back to the bows of the boat, should place all his weight, with one foot on the backbone. The other foot in front balances him, and with his arms on either side of the boat, in this way lowers himself on to his seat. He must remember always to have the handle of the oar between his arms and his body, otherwise he might easily break his thole pin. The boat is then shoved out and by sinking the blade the button of the oar should come to the inside of the thole pin. The learner should sit in the "tub pair" (a pair-oared skiff) as already described, his hands placed on the oar a hand's width apart. He must not grip the oar but hold it lightly but firmly. If he does not his hands are certain to drop over the stretcher, and consequently his blade must go up and is skied. When forward the arms must be perfectly rigid and an endeavour should be made to turn them in or down. By doing so it will be found that greater rigidity can be acquired. We have our man forward, his blade flat on the water, button pressed up to the pin. At the word paddle he swings back as



FORWARD POSITION.



FINISH OF STROKE.

before, off the stretcher, the arms kept straight until the body has done the swing, when the arms are allowed to bend and float as it were on to the chest. From the time he bends his arms until the knuckles touch his chest the only function the hands have to perform is to regulate the depth of the blade in the water. If his blade is rowing too deep his hands are made to touch his chest lower than if he wished to keep the blade deeper in the water. It is imperative when rowing never to do any work with bent arms. Besides the disastrous effect on the run of the boat there has never yet been a man with arms sufficiently strong to bend them and at the same time to row his weight and pull the proper length of stroke over a fair course. The moment the thumbs touch the chest the hands are dropped sufficiently low to enable the blade to clear the water. The rower will soon learn how much it is necessary to do so. The hands are then turned so as to feather the oar and shot out smartly from the chest, the blade being taken off the feather the moment the hands are over the knees. Great care must be taken not to allow the body or shoulders to drop when forward, for if they do the weight must come on the handle of the oar, and immediately the blade is skied. Until the rower has become proficient on fixed seats he should not be allowed to row on slides. For this reason it would be advantageous if all clubs agreed to encourage fixed seat oarsmanship more than is at present done. Sliding seat rowing is more difficult to excel in than rowing on a fixed seat. The first thing to notice when seated on a slide is the length of the stretcher. The back stop of his slide should be firmly felt and the rower should also be able to lightly touch the front one. Care must be taken also that at the end of the stroke he can clear his knees with his hands, otherwise the result will be a crab. As on a fixed seat, there is no particular virtue in rowing with a straight back, in fact it will frequently be found that those who do are more inclined to let their shoulders fall, when forward, than the men who swing sitting in a comfortable attitude. Starting the stroke with the rower forward, the position is this—he has swung down as far as is possible forward, his slide is just touching the front stop, his knees are well up, not touching, but in a line with his feet, which are well pressed up to the stretcher. The button of the oar must be kept up to the thole pin by gentle pressure of the outside hand on the handle of the oar. His arms are perfectly straight and rigid, and in every way, when in this position, a man should feel perfectly comfortable. Correctly speaking the slide and swing should start at the same time, but very few men are capable of doing this without letting their slide slip back too soon and fast. Better it is then to teach a man to hold his slide until his



THE RECOVERY.

shoulders are past the perpendicular with his seat than run the risk of his becoming, at an early stage of his rowing career, a slide-slipper, a fault which is one of the most difficult to correct. The blade of the oar must be covered up simultaneously with the swing back, the oar being put in the water as far behind the rigger as is possible. The leg work, slide and swing back should finish at the same time, the leg work consequently being kept on to the finish of the stroke. As on a fixed seat, no work must be done with bent arms or a jerk allowed at the end of the stroke. A firm finish while rowing is necessary, but never a jerk or final effort. A firm clean finish is acquired by an equally distributed leg drive, one that is the same strength at the beginning as the end. If the leg drive is uneven the effect will soon be noticed on the blade, in fact by watching carefully an oarsman's blade an experienced coach will detect, without looking at the body, the faults of the rower.



POSITION AT "EASY ALL."

HOW TO TRAIN.

By Mr. F. W. De Little,

Australian Rowing Champion, 1891.



I CONSIDER that the training of crews plays every bit as important a part in their success as the acquirement of a good style, and races are very often lost through too much training as well as too little. In the Queensland climate the following is a course I should recommend for amateurs who are occupied in business during the day, say from 9 a.m. till 5 p.m. Rise at 6 a.m.—taking a snack of something, say a slice of bread and butter or jam, and a glass of fresh milk, or if procurable a small plate of plain boiled rice, with a little milk and sugar ; a little fruit is also good—then take a brisk walk of about two miles, doing a couple of sprints of 100 and 200 yards to exercise the lungs ; have a swing on the floor for say three minutes, to exercise gently the rowing muscles, and if possible have a short swim in salt water. After a good rub down you will be able to wrestle with a hearty breakfast, consisting of porridge, steak, chops or eggs, bread and butter, and a cup of tea. It is assumed you will be employed at your daily duties until 5 p.m., when you will do your rowing of say five miles, taking care not to strain the muscles, rowing well within yourself for the first six weeks or so, in order that the required muscles may be developed at the expense of the unnecessary ones. After the row a rub down and a good dinner, consisting of fish, poultry, beef or mutton, vegetables, and some wholesome pudding, such as rice, sago or arrowroot, accompanied by a good glass of beer. After dinner rest for an hour, then take a walk of $\frac{3}{4}$-mile, and on returning have a swing for five minutes on the floor or apparatus rigged up for the occasion ; a rub down, and retire to bed at 10 p.m. or earlier. It is of course necessary for the coach or captain to watch his men, as, especially in an eight-oar crew, some of them require more work than others, and it is possible one or two may require easing off now and then. The mistake is often made of a man thinking he is going "off" and requires more work, whereas as a matter of fact he should be doing less.

CREW DISCIPLINE.

By Reginald H. Roe, M.A., Oxon.



UCH may be said in favour of rowing as a physical exercise—how that it calls into play all the muscles of the body, develops endurance as well as momentary effort, is free from the discomforts of mud and dust, and has for its scene of action the river, where the breezes are purest and the face of nature brightest; but probably the great merit which places it distinctly above all other sports is its moral training, the discipline it teaches, the absolute unselfishness it demands, and the belief in each other which it builds up between men who have fought and won together. Even cricket must give place to it in this respect, for at cricket a man's performance is to some extent individual, he faces the bowler by himself, and the individual's own batting and bowling average has too often as much care and attention in a match as the victory of his side; but in rowing success comes from a united effort, and the honours of victory and the disgrace of defeat belong alike to all members of the crew. "There is in rowing" says the elder Bishop Selwyn, the first Bishop of New Zealand, who was himself stroke of the Cambridge eight and a leader of men in all that he took in hand, "There is in rowing a corporate spirit which excludes all idea of individuality. Endurance under physical distress and perseverance under difficulties are called forth in rowing men as a matter of duty to others. In rowing all are animated by the same spirit, bound together by sinew and bone, seven looking at the shoulders of stroke, and so on throughout the boat." I have quoted this passage, in spite of its anti-climax, because it emphasises with the authority of a famous man the necessity of a sense of duty and of absolute unselfishness as the foundation of excellence in eight-oared rowing. These virtues are naturally found in their highest development in the Universities, where the social life of the colleges brings men into closer contact with each other than is elsewhere possible. The strictest discipline is submitted to ungrudgingly and the severest races endured for many nights in succession, for no reward beyond the gratitude of the college and the honour of wearing the college colours. But the same spirit must animate all eight-oared rowing everywhere to secure the highest excellence. All thought of self must be merged in the thought of the crew as a whole, and desire for the success of the crew must be but a part of the larger and deeper love for the honour of the school, or club, or colony which it represents. Individual excellence in the oarsmen is of course an essential

for a first-class crew, but discipline and devotion will enable a weaker crew time and again to defeat competitors possessing greater strength but less union. "Carelessness, irregularity and bad management, though the men be individually first-rate, can never turn out a first-rate crew, and are sure to end in disgrace and defeat"; such are the words written by Judge Chitty, in the Oxford University barge records, at the close of his famous presidency, and his victorious crew were for many years after held up to succeeding generations of oarsmen as the perfection of swing, time and discipline. Probably the strongest and most successful coach in the history of eight-oared rowing was George Morrison, whose pre-eminence in the art, after Oxford's nine years of unbroken victory chiefly under his instructions, was so universally recognised that his services were asked for and obtained by Cambridge, and in two years he completely reorganised the rowing of the sister university, so that Cambridge won for the next five years in succession. In these same records of the university barge at Oxford, during his presidency, he too wrote down for the guidance of future presidents some of the conclusions to which his wide experience had led him:—"Let no future captain ever despair if matters do not look well at the start; few will encourage him, while most will abuse him; but let him make up his mind to depend entirely upon himself, and never to be influenced in the least by what is said of him or what he hears. Take a good big man as early as you can and lick him into shape. Don't bother yourself because not more than one or two old oars can row, for old oars often do more harm than good in a crew. The best oar is not always the best man to have in a crew, especially if he is likely to make a row amongst its members. Lay down certain rules and never let a man break them in the very least thing. Be sure you know your men. Experience has taught the writer of this that all men are not to be trusted." And Lonsdale, another University president, leaves in the same record the following advice—"In choosing a crew it will be found better generally to get men who take an interest in the thing, though they be inferior oarsmen, in preference to good oarsmen who do not care to implicitly obey the discipline necessary to training." And another authority says: "Individual excellence is useless unless it work in harmony with the rest of the crew. All must be animated by one spirit; all subject to the same will. Selfishness must find no place."

Obedience, loyalty, goodfellowship, then are as essential as physical strength in the formation of a first-class eight. There must be no slackness in the observance of rules. A clandestine pipe or an unauthorised glass of beer might possibly have little real effect on the physical fitness of the individual, but such habits would destroy the belief in each other's fitness and in each other's devotion to the cause which no first-class eight is ever

without. Every such act should be shunned as involving gross disloyalty to the crew. Anything tending to shake the men's confidence in each other, such as disparagement of each other's powers of endurance or style, should be discountenanced. No word of mutinous criticism of the coach's orders should ever pass a rowing man's lips either in the coach's presence or behind his back. Engagements should be punctually kept, so that men may not be disheartened by long waits and late hours in the evening practices, and any man unavoidably detained should send word to his coach before the hour appointed for going out. The heaviest labour should be borne cheerfully, and any suggestions that a member of the crew may have to make to his coach should be made in private, and not in public, for fear of their being misunderstood by the rest of the crew. Under no circumstances should a man answer the coach in the boat, unless a question is directly addressed to him. Interest and keenness should at all times be openly shown, and not concealed, as they are infectious and spread rapidly, as also do affected languor and apathy. These matters may seem small and comparatively trifling, but they are of vital importance in producing amongst the members of a crew that spirit of mutual trust, that absolute devotion to each other, and that high sense of duty, which in the supreme crisis of the struggle, when physical powers are exhausted and nature is clamorous for relief, nerve men for the final united effort which brings victory and honour in its wake.

QUEENSLAND'S FIRST REGATTA.

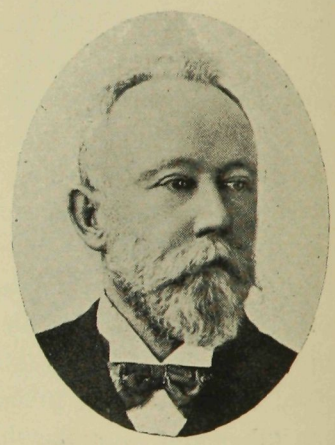
GREAT preparations were made for the successful carrying out of the first Anniversary Regatta on December 10th, 1860. The programme of events consisted of twelve races, eleven of which were contested. Both sailing and rowing were catered for, and the names of the officials were as follow : — President, His Excellency Sir George F. Bowen, G.C.M.G.; Umpire, Captain Geary, R.N.; Secretary, L. D. Younger, Treasurer, T. S. Warry, M.L.A.; Starter, Captain Patullo; Committee : R. G. W. Herbert, M.L.A., R. Little, Shepherd Smith, Geo. Patullo, A. A. May, T. S. Warry, M.L.A., R. S. Warry, W. Wright, J. Macalister, W. Hannan, T. Jones, W. Thornton, — Walker, Chas. Younger, Jos. Sherwin, Chas. S. Russell, Lieut. Smith, W. Coote, R. Jones, W. T. Blakeney, Chas. Coxen, M.L.A. The course decided upon was in the town reach, the principal races starting at the Gardens Point, thence round buoys at Walmsley's Point (foot of Montague Road), and back to the starting point. The best available spots were thronged with spectators, all Brisbane turning out in holiday attire to witness the sport. The flagship was the intercolonial steamer "Yarra Yarra," she being moored off the Colonial Sugar Co.'s old wharf. The ship "Bredalbane" and the steamer "Bremer" were also thronged with spectators, and the river was dotted with rowing boats of all descriptions. Among the visitors on the flagship were His Excellency Sir George F. Bowen, Bishop Tufnell, and the prominent Government officials of the time. In this and succeeding regattas up to 1880 amateurs competed with all comers, the prizes generally being cash, which in the case of the amateur went to his club. The clubs in existence or in course of formation at this time were :—First : the Queen's Boating Club, formed by Mr. Shepherd Smith (manager Bank of New South Wales), Mr. J. Bramston (one-time Attorney-General of Queensland, and now resident in London), and Mr. W. T. Blakeney (now deceased, and late Registrar-General). This club used the Customs boat-house for their quarters. Second : the Amateur Boating Club; shed at the site of Quinlan Gray's present Boundary-street wharf. Founded by



L. D. YOUNGER,
Hon. Sec., First Regatta in Brisbane.

Messrs. W. Scarr (late of Lands Office), W. Villiers Brown (Aplin, Brown and Crawshay, Ltd.), Ernest H. Webb (now deceased and late resident secretary A.M.P. Society), Mr. H. Webb, Messrs. F. Warner and A. C. Carr (of the Survey Department), and Mr. F. Beit. Third: the Princess Boat Club; shed on North Quay. Founded a little later by Messrs. Wiston Barney and the Wettenhall brothers (who were connected with the Survey Department). Fourth: the Government Printing Office Rowing Club; shed at site present Queen's wharf. Founded by Mr. J. C. Beal, retired Government Printer. The racing at this regatta started at 11 o'clock, the boats used in the rowing events being gigs and watermen's skiffs. A race was included for aboriginals, in six-oared gigs with cox's, the prizes being—first, 100lb. bag flour and 2lb. tobacco; second, bag sugar; third, 6lb. tobacco. At the early regattas these races were the cause of much merriment, both to onlookers and competitors. The "boys" used to row hard, and many a fine race has been seen between them. On this occasion four crews started, and the race was won by the "Carry." An item appeared on the programme of our early-day regattas, and was continued for years, which might well be again included in the list to relieve the monotonous waits between the events, that is, a gig and dingey chase. The conditions of this contest were that the gig was not to exceed twenty feet on the keel, the dingey being an ordinary one. The boats were started stern to stern, each boat to give way three strokes ahead, and the man in the dingey to be caught by the bow man of the gig within fifteen minutes from time of starting. On this occasion the man in the dingey won, securing a £5 prize. Immediately after the start the dingey dodged the gig round the flagship, continuing so for nearly fourteen minutes, when she lost one of her rowlocks and it appeared as if the gig would win. The dingey man, however, jumped into the river, followed by his opponent, who had not overtaken him when the firing of the gun announced that the contest was ended. The first race was for pair oars in watermen's skiffs, and was won by Messrs. C. and L. Younger. A dingey race for youths under 16 followed, the first prize for which was £5, and was won by W. Winship. The third race was for gigs pulling six oars, with cox, first prize £18, second £5, and was won by L. Younger's crew, D. Jacob's crew being second, and Captain Patullo's third. The fourth race, for double sculls in watermen's skiffs, fell to Messrs. C. and L. Younger. The fifth event was for sailing craft not exceeding five tons, distance about four miles, the prizes being £15 and £3. "Ben Bolt," S. Rodgers, first; "Spray," C. J. Markwell, second. The "Blue Peter," owned by E. B. Forrest (now member for North Brisbane) also started, but was nowhere at the finish. The sixth race was the principal event of the day—for all

persons, in bona fide gigs, pulling four oars, with cox; prizes, £12 and £2—and was won by the "Foam," Wiston Barney's crew; the "Nina," W. Hodges' crew, being second. The seventh race was for all persons, pulling a pair of sculls in watermen's skiffs, the prizes being £5 and £1. This event was won by the "Wanderer," C. Younger, the "Zela," R. Garcia, being second. The eighth race was for amateurs only, in four-oared gigs with cox, the prizes being £8 and £2. The "Foam," Shepherd Smith's crew, came first, while the "Nina," stroked by J. Bramston, was second. The ninth race was for bona fide ferrymen who had been pulling on the ferry within three months from date of regatta. This was won by J. Miller, Henry being second. Then came the aboriginal race and gig and dingey chase, which wound up a most pleasurable outing, the numerous spectators expressing themselves well satisfied. The Younger brothers, who competed in this regatta, were in John McCabe's wholesale and retail grocery stores, on the site now occupied by the Government Printing Office. Charles Younger died some years ago, but Laurie Younger (as he is known to his friends) is in Sydney. Mr. Wiston Barney was a son of the then post-mistress of Brisbane.



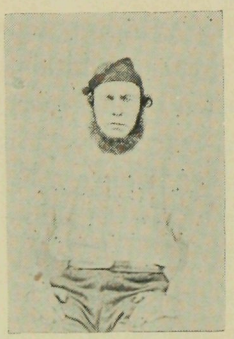
MR. J. K. CANNAN.

1861—The 1861 regatta was held over the same course as its predecessor, and was another great success. Mr. J. Barrow Turner, manager of the Union Bank, was the hon. secretary, the starter being Mr. A. R. Jones, then a well-known ship chandler in Eagle-street. Eleven races figured on the programme, and a fair amount of betting was indulged in. At this regatta several gentlemen competed who afterwards made names for themselves in business and Government capacities. One gentleman competed who for years at the anniversary regattas won many a gallant race—to wit, the late Mr. Ernest H. Webb. On this occasion, though only a youth, he won applause from the spectators by his game and determined rowing. Another competitor was Mr. J. K. Cannan, now a well-known figure in the city. Of very recent years another J. K. Cannan competed. He adds junior to his name, and is a son of the former gentleman. Mr. J. K. Cannan, senior, still adheres to his old sport, and is a Vice-president of the Commercial Rowing Club, for which body his son has won some hard races.

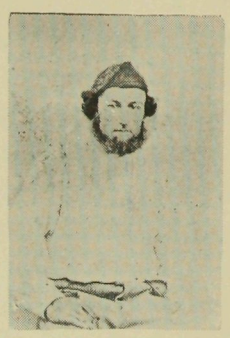
The course for the rowing races in these regattas was a severe one, especially when the class of boats is taken into consideration. Here we find youths under twenty pair-oaring in watermen's skiffs over a two mile

course. In recent and present day regattas the race for youths under twenty is in clinker-built outriggers, generally over a three-quarter mile course. The first race in the 1861 regatta was for youths under twenty, pulling pair oars in watermen's skiffs, and was won by Villiers Brown and Ernest H. Webb, (H. Webb cox), F. Warner and A. Carr, (W. Barney cox), being second. W. Winship and R. Dodds, and J. K. Cannan and G. Carter, (F. Darvall cox), also started. The boat used by Messrs. Winship and Dodds was imported from Sydney and brought with her a great reputation. Young Webb and Brown received an ovation at the conclusion of the race. The next item was for all persons in bona fide gigs, pulling four oars, with cox; first prize £20, second £10. Won by "Arrow," L. Younger, C. Younger, R. Garcia, W. Cressy. The "Foam" (stroked by J. Dunlop), "Nina" (stroked by J. Cross), and the "Dart" (stroked by J. Johnston), also started. The "Arrow" was a Sydney gig, and was well known to be much faster than any Queensland boat, and she won with ridiculous ease. The next race was for all amateurs, pulling a pair of oars, in watermen's skiffs, and was won by L. and C. Younger, who defeated J. Bramston and J. Dixson (manager of the Bank of Australasia). A sailing race in this regatta is worthy of more than passing notice. The race was won by E. B. Forrest's "Kate," but she was disqualified. Mr. Forrest brought the "Kate" from Sydney, where she won the only race in which she started. She was a beautifully modelled new boat, built by Henry Gardner, of Balmain, for Mr. James Hill, who afterwards sold her to Mr. Forrest. In this race during the first round of the course (from Garden Point, round buoys at Walmsley's Point and back to starting point), the "Kate" had a lead of a quarter of a mile, when she suddenly capsized. She was, however, righted in about half an hour with assistance from the shore. Resuming the race she overhauled everything, winning easily. On account of having received assistance to right her the prize was held in abeyance. On settling night Mr. J. Bramston, the umpire, decided against the "Kate," and awarded the prize to the second boat, the "Dove." Mr. Forrest contended that as no protest had been entered no disqualification should result, and this contention was borne out as late as 1880, when the Supreme Court of Victoria decided "That stewards of a race club cannot constitute themselves judges of the fairness of a race unless they are appealed to." Speaking of the "Kate" recently, Mr. Forrest said she was the handsomest model ever turned out. She was a deep-keeled boat, carrying a lot of ballast and tremendous sails. Her career was ended by her being sunk in the Kinellan Reach. Many old Brisbane residents will remember how handily she was sailed by Bob Pate, a Sydney man of great experience. The single sculls for all-comers was won by J.

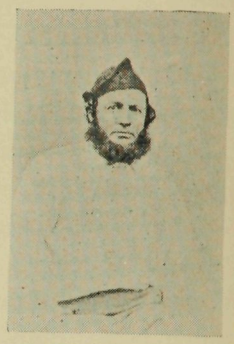
Dunlop. The race for all-comers, pulling pair-oars in watermen's skiffs, resulted in J. Connors and J. Dunlop defeating L. and C. Younger. The eighth race was the principal amateur race of the regatta, being in gigs with four oars with cox, and resulted in a win for L. Younger, C. Younger, J. Dodds and W. J. Munce, the second crew, who rowed in an inferior boat



J. HALL.



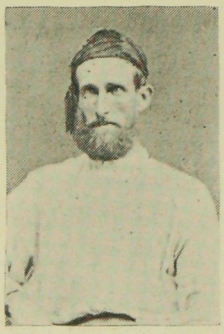
PHIL PERRY.



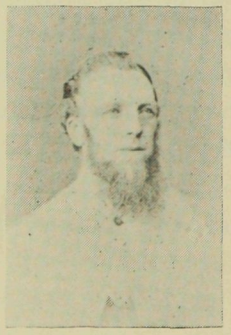
BOB PATE.

being J. Bramston, W. T. Blakeney, E. H. Webb, and F. Warner. The double sculls in watermen's skiffs was won by J. Dunlop and J. Connors, Messrs. L. and C. Younger being second. The gig and dingey chase, and dingey race for boys, concluded the programme.

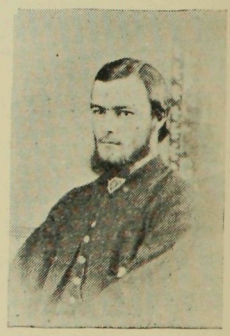
1862—May 26th. This regatta was held in the Kangaroo Point reach, the course being from Kangaroo Point to the Gardens corner, and thence



T. STABLER.



E. B. FORREST.

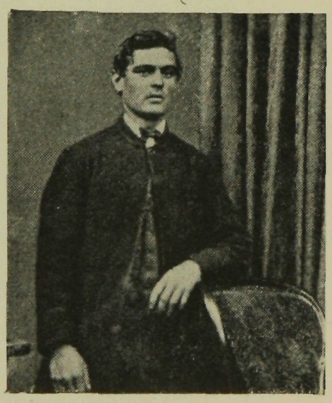


F. BROWN.

CREW OF THE "KATE."

back to the starting point, where the flagship, the three-masted iron schooner "Alma," was anchored. A large crowd as usual assembled to witness the racing, which included sailing as well as rowing. The prominent officials at this regatta were: Patron, His Excellency Sir Geo. F. Bowen, G.C.M.G.; President, His Worship the Mayor; Umpire, Mr. R. Douglas (father of W.

A. Douglas); Starter, Mr. A. R. Jones; Hon. Treasurer, Mr. Shepherd Smith; Hon. Secretary, Mr. W. T. Blakeney. In the regatta programme of this date appears a regulation as to what an amateur shall mean, viz.:— Rule 14: "Amateurs shall be held to mean all persons employed in mercantile or public offices, and in the amateur races the names of the crews to be submitted for the approval of the committee at time of entry." The first rowing race was for all men in gigs pulling four oars, and was won by the "Sandfly," H. Stone, N. Cain, J. Connors, and an emergency; the "Arrow," C. and L. Younger, Garcia and Hall, second; and the "Star," W. Villiers Brown, Godfrey Geary, E. H. Webb, and F. H. Warner, third. Then came the race for amateurs in skiffs pulling a pair of oars, which was won by F. H. Warner and E. H. Webb. The next event was for amateurs in second-class gigs, distance two miles, for which three crews started, the race resulting as follows:— "Star," W. Villiers Brown, G. Geary, E. H. Webb and F. H. Warner, (H. Webb cox.), first; "Victoria," J. Bramston, E. Davies, Kingsmill and W. T. Blakeney (J. Adams cox.), second; "Foam," A. B. Carr, J. K. Cannan, F. Beit, and W. Scarr (J. Coley cox.), third. This race was won easily by the "boys" as Webb's crew were called. Then came an event of the same nature as the last, excepting that it was for all-comers. Webb's crew, with A. B. Carr instead of F. H. Warner, was defeated after a great struggle by the "Victoria" crew, consisting of J. Dunlop, J. Connors, N. Cain and H. Stone. W. V. Brown and F. H. Warner were defeated by J. Connors and H. Stone in the pair-oar skiff race. The race for all gigs pulled by amateurs only was won by the "Sandfly," J. Bramston, E. Davies, W. T. Blakeney and W. Barney, who defeated the "Arrow" crew, stroked by Younger, and the "Star" crew, stroked by F. H. Warner. This was a severe contest all the way, the winners finishing two lengths ahead.



MR. J. DUNLOP.

1862—December 10th. The third anniversary of Queensland separation was celebrated by holding the Annual Rowing and Sailing Regatta, which eventuated in the South Brisbane Reach, the course generally being from the Garden Point to Walmsley's Point and back to the flagship. The regatta was a great success, all the eligible points of observation being crowded, the paddle steamer "Ipswich" being the flagship. The race for youths under eighteen, pair-oars in skiffs, was won by J. K. Cannan and A. Carr. All-comers in second-class gigs pulling four oars was won by J.

Dunlop, J. Connors, W. Dureitz and N. Cain. Amateur pair-oars in skiffs, F. H. Warner and E. H. Webb. The next event was the championship of Queensland for all men in gigs pulling four oars, and produced three starters. The boats all fouled at the buoy opposite Walmsley's Point, the "Telegraph" losing her rudder but nevertheless winning. The race resulted as follows:—"Telegraph," J. Dunlop, J. Connors, N. Cain and J. C. Beal, first; "Arrow," E. Smith, W. Smith, J. Murphy and D. Jacobs, second; "Sandfly," J. Harper, F. Baxter, P. Walsh and C. Brodie, third. The winning gig was built by Mr. J. Dunlop, one of the crew, at Kangaroo Point. Mr. Dunlop was at that time ship's carpenter on the "Clarence," Captain Cottier, but he has since obtained a master's certificate, and now resides at Alma-street, Rockhampton. The "Arrow" and "Sandfly" were both well-known Sydney gigs. The race for all men in skiffs pulling a pair of oars was won by J. Dunlop and J. Connors, the second crew being J. Walker and N. Cain. To make up the requisite number J. Cross and J. C. Beal started. In the event for amateurs in gigs pulling four oars, the "Sandfly" crew, A. R. Wettenhall, J. R. Atkinson, W. T. Blakeney and W. Burrowes, were successful in defeating F. H. Warner, E. H. Webb, W. V. Brown and H. Webb, and the "Arrow" crew, J. K. Cannan, A. B. Carr, W. Scarr and F. Darvall. The single sculls for all men in skiffs was won by J. Dunlop, J. Connors second, and N. Cain third. Amateurs in second-class gigs pulling four oars: three boats started, the winners being the "Star" crew, F. H. Warner, E. H. Webb, W. V. Brown and H. Webb. Amateurs in skiffs pulling a pair of sculls was the final rowing event and was won by W. Dueritz, with F. H. Warner second, and W. V. Brown third.

1863—November 19th. An event of more than passing interest took place at 6 p.m. on November 19th, 1863, being a race between gentlemen of the Cambridge and Oxford Universities. Not alone the social positions occupied by the competitors but the memories awakened by such an event caused a revival of old associations, and it could not be kept from the public, including the gentler sex, who crowded the river banks to witness the struggle. The course was one mile, from Walmsley's Point to Garden Point. The race originated with some of the Cambridge representatives, who were then training for the Princess Cup in December of the same year. The crews were as follow:—Cambridge: W. P. Townson, Esq., St. John's College (stroke); A. E. Deighton, Esq., Christ's College, No. 3: Rev. T. B. Grosvenor, Christ's College, No. 2; E. Huxtable, Esq., Christ's College (bow); Master Walter Backhouse (cox.) Colors, light blue. Oxford: Hon. J. Bramston, Wadham College (stroke); Hon. R. G. W. Herbert, All Soul's College, No. 3; Rev. B. E. Shaw, Lincoln College, No. 2;



REV. T. B. GROSVENOR (No. 2)

A. E. DEIGHTON (No. 3)

E. HUXTABLE (Bow)

W. P. TOWNSON (Stroke)

WALTER BACKHOUSE (Cox.)

THE CAMBRIDGE CREW.

Rev. J. Tomlinson, Wadham College (bow); Master C. S. Miles (cox.) Colors, dark blue. The Cambridge crew rowed in the "Arrow," while the Oxfords had the "Ariel," both crafts being first-class racing gigs. Punctually to time the starter (Rev. J. R. Moffat) sent the crews off, Cambridge having the North Quay bank, while the Oxfords were in midstream. The light blues at once assumed the lead, and in the first fifty yards gained a quarter of a length, and further increased their lead in the next hundred yards, when the Oxford crew put on a fine spurt and drew on the leaders. The light blues, however, were rowing well, and answering the dark blues' spurt they gradually drew away and won a splendid race by two lengths. The Rev. J. Bliss acted as umpire. No time was taken. The cox. of the Oxford crew (Master C. S. Miles) who is now Manager Government Savings Bank, was in the eighties a competitor in the regattas. The other cox, Master Backhouse, was a brother of the present Judge Backhouse, of Sydney.

1863—December 10th. This regatta, like its predecessors, was for sailing and rowing. The well-known steamer "Telegraph" was flagship, the course being Walmsley's Point to Gardens corner. His Excellency Governor Bowen, Lady Bowen, and Captain Pitt were present during part of the day. Joshua Peter Bell, Esq., M.L.A., was one of the committee, of which Mr. F. O. Darvall was chairman, and Mr. W. T. Blakeney hon. secretary. Mr. J. C. Beal, the now retired Government Printer, and Mr. J. Cross, deceased, late of the Government Printing Office, competed successfully in the Champion Race. In the race for youths under twenty, pair oars in skiffs, T. J. Dunlop (brother of J. Dunlop) and D. Ryan defeated W. Burrowes and J. Darvall. The second race, for all-comers in second-class four-oared gigs, distance one and a-half mile, was won by the "Lurline," J. Dunlop, J. Connors, J. C. Beal and J. Cross, defeating the "Chance" crew, J. Campbell, J. Murphy, P. Hartley, W. Lotta. The third race fell through, and the fourth, which was for all amateurs in second-class four-oared gigs, was won by the "Star" crew, E. H. Webb, G. Geary, W. V. Brown and F. H. Warner, defeating the "Lurline" crew, J. Murphy, A. W. Beard, W. Lotta and J. Campbell. This was a grand race, the "Lurline" making great efforts to overhaul the "Star." The race for all youths under 19 in skiffs, for which a silver cup was the prize, was won by T. J. Dunlop (now of the Port Office), F. Darvall being second. Mr. Dunlop, besides being an expert oarsman, has a record in life saving which any man would be proud of, no less than ten persons having been saved from drowning by him during his career, the last one being young Kenneth McSwaine, a son of the Rev. Dr. McSwaine, whom Dunlop rescued in November, 1895. The Royal Humane Society's Bronze Medal has been awarded to Mr. Dunlop.



REV. BOYER E. SHAW (No. 2)

HON. R. G. W. HERBERT (No. 3)

REV. J. TOMLINSON (Bow)

HON. J. BRAMSTON (Stroke)

C. S. MILES (Cox.)

THE OXFORD CREW.

The next race was the great event of the day, being the Princess Cup and £50, presented by the Queensland Government in commemoration of the marriage of the Prince and Princess of Wales, for all-comers in first-class gigs, pulling four oars. Four boats started, "Rose of Denmark," "Arrow," "Sandfly" and "Ariel." All the crews were composed of crack oarsmen. The start was at the Garden Point, the course being round a buoy at Walmsley's Point and back to the flagship. The "Arrow" led until nearing Walmsley's Point, when the "Rose of Denmark" overhauled her and took the lead in vigorous style, reaching the flagship two lengths to the good. The crew of the "Arrow" made repeated efforts for first place, and pulled in splendid style, but the steady swing of the winners was too good for them. The first and second crews were as follow:—"Rose of Denmark," J. Connors, J. Dunlop, J. C. Beal, and J. Cross. "Arrow," W. G. Pockley, J. H. Dodds, A. E. Deighton, W. P. Townson. An incident connected with this race is worth recording. The gig "Arrow," which was considered very fast and was imported from Sydney, as previously stated, was lent to Beal's crew, but as she was for sale Townson's crew bought her right out from the Messrs. Younger. Beal's crew at once set to work to get a new craft, and Mr. Beal interviewed the late Mr. John Petrie on the subject, with the result that the cedar was cut and planed for the building of a gig, and J. Dunlop, a member of the team, built her in the Government Printing Office boat-shed, Queen's Wharf. She was named the "Rose of Denmark" out of respect to the Princess of Wales. Three days before the race the crew badly strained the boat, and she had to be iron-stayed throughout.

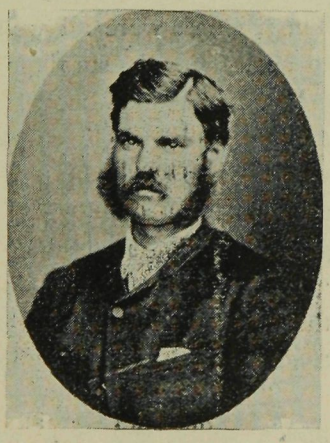
The next event was for amateurs in skiffs, pulling a pair of oars, and was won by the "Caledon," E. H. Webb and F. Warner, defeating W. V. Brown and H. Webb after a great struggle by a length. The eighth race was for all amateurs in first-class gigs, and was won by the "Arrow," W. J. Munce, T. A. Board, J. H. Dodds and W. G. Pockley. The "Rose of Denmark" broke her rudder in rounding the buoys, the "Arrow" crew winning by a few lengths. The ninth race was for all-comers in skiffs pulling a pair of oars, the "Alarm" (J. Dunlop and J. Connors) defeating the "Shadow" (J. C. Beal and J. Cross) after a tough contest by a length. Amateur sculls, for all amateurs, was won by T. J. Dunlop, who defeated J. Healy. This regatta was a decided success, the races being well contested and the finishes in most cases very close.

1864—No regatta was held this year. The *Daily Guardian*, speaking on the subject said, "The aquatic amateurs have preferred to display a most unsportsmanlike hankering after pelf and prize cups rather than to show off their thews and sinews in manly contest, and have with a high sense of

acquisitiveness determined that as a few gentlemen could not make certain of bearing off the lion's share in the sport there should be no sport at all. After this year rowing events were few and far between, the exceptionally bad times then experienced knocking sport completely on the head.

The next regatta of any account being held in 1869.

1869—March 29th. A combined sailing and rowing regatta was held on this date at the Pinkenba flats, and was a decided success. The then well-known Black Ball liner "Ramsey" being flagship, and she was gaily decked in bunting and greenery, a device being worked in leaves, "Welcome on board the Ramsey." The umpire was Captain O'Rielly, the hon. secretary being Mr. C. Francis. Judging by the crowds assembled the taste for aquatic sports was as keen as ever, and hopes were expressed that the time-honored custom of an anniversary regatta would be once more established in Brisbane. The steamer "Emu" had fully 700 passengers, while the "Kate" and "Settler" had another 700 between them, and large picnic parties were on the shore. The rowing events were as follow:—Watermen's skiffs, pulling two oars, "Ida," J. Cross and J. C. Beal first; won by two lengths. For all first-class gigs pulling four oars, the following started:—"Sandfly," (Wettenhall stroke) first, "Arrow," (Ballantyne stroke) second. The most important event was for second-class gigs pulling four oars, the prize being a silver cup valued at £9 9s., three boats starting, "Victoria" (Wettenhall stroke), "Lurline" (J. Cross stroke), and "Ramsey," Captain Weeks. When the order to go was given the "Lurline" was in the act of turning round and was three lengths astern. The "Victoria" came in first, the "Lurline" being second, and the "Ramsey's" gig third. Mr. Beal, who was one of the "Lurline" crew, entered a protest at the conclusion of the race, which Captain O'Rielly upheld, and the race was re-rowed on April 10. On that day it was decided to allow the "Ramsey's" boat five oars instead of four, as she was not in the same class as the others. Mr. Ernest H. Webb was starter and umpire on this occasion in the unavoidable absence of Captain O'Rielly. At the word go the "Lurline" went to the front, followed by the "Victoria" and the "Ramsey's" boat in that order. Rounding the first flag boat the "Lurline" led by three lengths, which position she maintained to the finish, the "Victoria" defeating the "Ramsey's" boat by half a length. In the evening the cup was presented at Witty's Hotel, when champagne flowed like water. Mr. Beal responded



MR. T. J. DUNLOP.

to the toast of "the winners," and proposed that of "the losers," which was duly honoured. The "Lurline" crew subsequently presented the cup to Mr. Beal, and it is now in that gentleman's possession.

1872—December 26th. This year saw a grand revival in the manly sport, and a very successful regatta was held in the Hamilton Reach. The date fixed was Boxing Day, sailing as well as rowing forming the programme. The flagship "Yarra Yarra," anchored opposite the Hamilton Hotel, was crammed with sightseers. The general arrangements were excellent. Mr. J. C. Beal was starter and Mr. E. B. Forrest umpire.

The first rowing event was for first-class four-oar gigs, pulled by amateurs, for prize cups, this being the championship event. The result was a win for the "North Star," Spicer G. Briggs, C. S. Young, G. N. B. Geary, Ernest Webb (stroke), W. R. Unsworth (cox.), defeating the "Arrow," G. E. Markwell, A. Chambers, H. Stansfield, and J. Ward (stroke). The winners were all well-known men. They have now (1900) been reduced to one, the only survivor being Mr. C. S. Young. The No. 2 in the second crew is now well known as the head of the legal firm of Chambers, Bruce, and McNab. The stroke, Ward, is in the Government Printing Office. George Markwell is now at Geraldton, N.Q. He is perhaps best known as one of the founders of the Breakfast Creek Rowing Club. This club in grateful acknowledgment of his many services named their shed the "Markwell Boat-house," a deserved compliment. Mr. Markwell, years after this regatta, presented Bell's Queensland Eight (which broke the oar in Sydney) with the new eight-oar boat they raced in.

The next event was for all amateurs pulling a pair of oars in watermen's skiffs, and was won by "Kate," E. Phelan and Pascoe, E. Webb and G. N. B. Geary being second in the "Caledon."

The next race was a handicap for all amateurs pulling four oars in second-class gigs, ending as follows:—"Nina" (50secs. start), J. Belford, H. Cotham, C. Jeays, and J. Ward (stroke), first; "Lurline," L. Board, F. Clarke, R. A. Hamilton, F. G. Hamilton (stroke), second; "Foam," F. Cumming, A. E. Halloran, Hamilton, and J. Hart (stroke), third. This was a good race, and was cleverly won. The well-known Frankie Baynes steered the last crew in this event.

1873—November 10th. This regatta was considered far and away the best ever held in Brisbane to date. Harry McCleer, the well-known professional sculler, had arrived from Sydney, and was stroking a four. Webb's crew was sanguine of defeating McCleer, who, although a professional, was allowed to compete in the amateur events. Mr. E. B. Forrest acted as umpire, Mr. W. T. Blakeney as starter, and Mr. C. C. Innes was hon. secretary, the races being held in conjunction with sailing events in the Hamilton

Reach. The "Lady Young" was flagship, and had over 500 people on board. The river was alive with smaller steamers and craft of all sorts. Among the many competitors will be noticed the names of Messrs. J. N. Devoy, Harry and Frank Baynes, J. A. Beal (cox.), J. C. Beal, J. Cross, also Ernest Webb's celebrated crew. It is not often in the annals of rowing that a lad steers his father in races, but on this occasion little J. A. Beal steered his father's four and pair, and received praise for the tip-top manner in which he handled the rudder lines. The rowing at this regatta was of a high order, and training operations had been vigorously carried on. Mr. J. C. Beal coached the winners of the youths under 18, and also lent them his boat, the "Mary," which was a real beauty, having been built by Donnelly, the well-known Sydney boat-builder, when serving his apprenticeship to Reynolds, of Balmain. The following are the results of the various rowing events :—

Youths under 18 pulling a pair of oars in skiffs: "Mary," W. O'Doherty and J. N. Devoy, first; "Barb," E. Clarke and J. Phelan, second; "Wanderer," Harry Baynes and Frank Baynes, third. The "Barb" was a hot favourite, it being considered finding money to back her. At the start she took the lead, but after rounding the buoys Devoy's pair closed with her in a most determined fashion and took the lead like veterans, winning amidst great applause by three lengths.

All-comers pulling a pair of oars in skiffs, prize £20: "Mary," J. C. Beal and J. Cross, first; "Barb," H. McCleer and E. Clarke, second; "Ida," J. Murphy and J. Ward, third. This race was really a contest between amateurs and professionals, and the amateurs after a magnificent race won by two lengths.

Amateurs pulling four oars in string test gigs, for the championship and £50 cups: "North Star," Spicer G. Briggs, C. S. Young, G. N. B. Geary, E. H. Webb (stroke), W. R. Unsworth (cox.) first; "Chance," J. Gaul, P. Burke, E. Phelan, H. McCleer (stroke), G. Clark (cox.), second; "Arrow," A. Chambers, J. Warde, J. Murphy, J. Cross (stroke), A. Davidson (cox.), third. A large amount of betting was indulged in on this event, the wagering being even on the "Chance" and "North Star." The contest was an excellent one. On reaching the flagship coming down from the start the "Chance" was leading by a quarter-length, but the "North Star" managed by a splendid effort to forge ahead and win by half a length. The Hon. E. B. Forrest, who was umpire at this regatta, describes the race as one of the best he has ever seen.

Amateurs pulling a pair of oars in skiffs, with cox.; prize, £15 in cups: "Mary," J. C. Beal and J. Cross, defeated the "Barb," Harry McCleer and E. Clarke, after a great tussle, by a bare length.

All-comers pulling four oars in string test gigs, prize £20: The "North Star" crew, Steve Clark, J. Brown, G. Edwards (now of Southport), J. Clark (stroke), with James Clark (the well-known pearlsheller) cox., defeated the "Chance" crew, E. Clarke, P. Burke, E. Phelan, and Harry M'Cleer, and the "Arrow" crew with J. Cross in the stroke seat. It was the general impression that Harry McCleer, who stroked the "Barb," was one of the most finished oarsmen that had been seen in Queensland, if not the best.

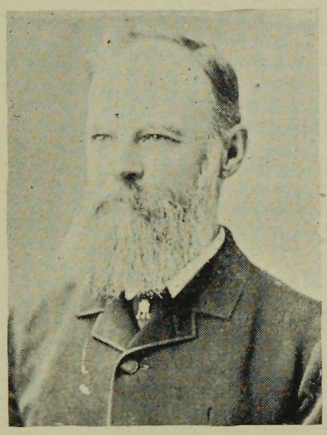


C. S. Young (No. 2) Spicer G. Briggs (Bow)
Major G. N. B. Geary (No. 3) E. H. Webb (Stroke)
W. R. Unsworth (Cox)

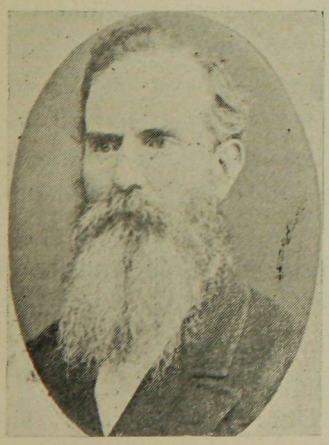
The settling took place at the Royal Hotel on Saturday night, Nov. 15th, Mr. W. T. Blakeney occupying the chair. The prizes having been handed over, the champions (Ernest Webb's crew) called for the first dozen of champagne, when the toast of "the winners" was honoured. Mr. Webb responded, and concluded by stating that both Mr. Geary and himself would retire from active rowing but would always continue to support aquatic sports. Mr. Webb, however, did compete again and won the championship race in 1875, rowing No. 3 in the crew stroked by Bryan Lynn. This regatta saw the last of J. C. Beal and J. Cross as competitors, both of whom had rowed continuously since 1861.

Mr. J. C. Beal is still in Brisbane and has undoubtedly been one of our best all-round sportsmen. He has had a remarkable career in various branches of athletics. In rowing, Mr. Beal won the championship in the "Telegraph" in 1862, and in 1863 again won it in the "Rose of Denmark." In 1869 he won the Cup at Pinkenba regatta, and in 1873 won two pair-oar races at the Hamilton regatta. Mr. Beal also umpired in the

Carnival won by H. Searle and in many other regattas, and was made a life member of the Commercial Rowing Club. In cricket, Mr. Beal played in the first intercolonial match, New South Wales *v.* Victoria, and umpired for the first Australian Team that visited Brisbane in their first match at Eagle Farm Racecourse. He played with the Australian Club in Sydney prior to coming to Brisbane in 1862. On his arrival in Brisbane he started the Government Printing Office and other clubs, and was a prominent playing member of the old Albert Club. Mr. Beal also managed the team of New South Wales cricketers in their matches with Brisbane and Warwick. Sailing has also been one of his pastimes, and besides owning a large number of boats from time to time he has been commodore for three years in succession of the City of Brisbane Sailing Club In football, Mr. Beal was president and one of the founders of the Junior Arfoma Club, winners of the Junior Cup, which cup was presented to him as a mark of esteem for the genuine assistance rendered in the formation of the club. Mr. Beal was also president and vice-president of the Senior Arfomas. Among other offices Mr. Beal was on the Committee of the Q.T.C. and Tattersall's for a number of years, and on his retiring from the position of Government Printer on Dec. 18th, 1893, his staff presented him with a handsome gold watch duly inscribed as a token of esteem. Mr. Cross retired from the Government Printing Office some years ago, and resided in Sydney, where he since died. His sons are well known in the city, one being in the machine department of the Government Printing Office, where his father was before him.



MR. J. C. BEAL.



MR. J. CROSS.

1874—November 9th. Combined sailing and rowing regatta held in the Hamilton Reach, the "Florence Irving" being flagship. Umpire, Mr. T. H. B. Barron (acting Commissioner of Police); Starter, Mr. W. T. Blakeney; Hon. Sec., Mr. C. C. Innes. The sailing part of the regatta was the most successful, as the absence of the four-oared race for £50, which contributed so much to the success of the previous regatta, but for which there were no entries on the present occasion, was a serious drawback. It was hoped

at the time, for the sake of the healthful sport of rowing and for the credit of our youth, that this prize would not be allowed to go a-begging when offered again. The following are the results of the rowing events:—Youths under 18 pulling a pair of oars in skiffs: "Tarragon," Jas. Clark and W. Leftwich, defeated "Sappho," J. Baynes and Harry Baynes, who had as cox. Mr. Fred Dickson, the well-known barrister.

All-comers pulling a pair of oars in skiffs or outriggers: "Tarragon," H. McCleer and Clark, defeated the "Barb," Lyons and Phelan.

For amateurs under 20 years pulling four oars in second-class gigs: "Star," F. E. Foster, J. N. Devoy, P. Beckett and W. O'Doherty, first; "Nina," Bennett, Meyers, Bennett and Mann, second; "Foam," Parish, MacDonnell, MacDonnell and Praeger, third. The "Star" won easily by two minutes. The boys who rowed in this race comprised those who in later years rowed and won severe races for the championship of the colony. Messrs. Foster and Devoy were in after years associated in defeating the pride of Maryborough. Poor old Fred Foster, who has gone the way of all flesh, was a true friend and a game straightforward sportsman. In his day he was also a crack footballer.

Jack Devoy is still an ardent oarsman although he has relinquished racing, and nothing pleases him better than to have a "go" at anything he bumps against when out exercising. Jack has stuck to the Commercials, being a life member and one of the best fellows going.

All amateurs pulling a pair of oars in skiffs: Jas. Lyons and E. Phelan defeated J. C. Kent and F. G. Hamilton.

Youths under 17 pulling pair of oars in skiffs: Jas. Clark and W. Leftwich, both well-known Kangaroo Point rowers, defeated J. Baynes and E. O'Doherty. J. Baynes is now Engineer for the Harbour Board at Maryborough, and E. O'Doherty is the well-known medico, and son of the kindly and genial old Dr. K. I. O'Doherty, who in years gone by was a prince among sportsman, and whose presence was sufficient to create the geniality in others which his own nature possessed.

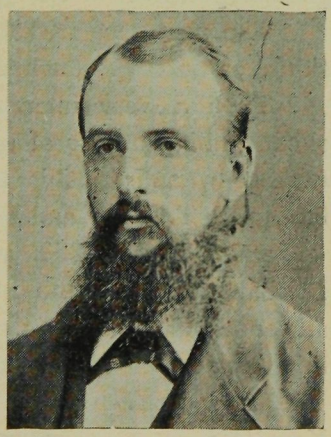
1875—November 9th. The scene of this regatta was the old site where the first regatta was held, viz.: the South Brisbane Reach. The ship "Isles of the South" (Captain Le Couteur) was placed at the Committee's disposal and made a splendid flagship. The Umpire was Mr. E. B. Forrest; Starter, Major G. N. B. Geary; and Hon. Sec., Mr. C. C. Innes. Large crowds visited the flagship, among others being the then Governor, whose health was proposed by Dr. K. I. O'Doherty. The following are the details of the racing:—

Youths under 18 pulling a pair of oars in skiffs: P. Ross and W. Thomson defeated J. Phelan and T. Clark.

Bona Fide Amateurs pulling four oars in string test gigs; prize £25 in trophies and the championship. Course from flagship round buoy in Milton Reach and back to the flagship. F. G. Hamilton, Spicer G. Briggs, E. H. Webb, and Bryan Lynn (stroke), first; W. O'Doherty, Geo. E. Markwell, J. N. Devoy, and F. E. Foster (stroke), second; J. D. Wilson, E. D. Poulton, W. H. Porter, and J. C. Kent (stroke), third. Won by five lengths. This crew contained two previous champions, Mr. Ernest Webb and Spicer G. Briggs, the new men being Mr. F. G. Hamilton and Mr. Bryan Lynn.

All Amateurs pulling a pair of oars in skiffs: J. Gaul and E. Phelan easily defeated A. and P. Ross.

Amateurs pulling a pair of oars in outriggers for medals presented by the Brisbane Rowing Club. J. N. Devoy and W. O'Doherty, first; F. E. Foster and G. E. Markwell, second; H. MacDonnell and P. Beckett, third. Won easily by ten lengths.



MR. BRYAN LYNN.

All-comers pulling four oars in string test gigs; prize £25. "Chance," S. Clark, E. Phelan, T. Brown, and H. McCleer (stroke), defeated the "Rose," stroked by E. Clarke, and the "Foam," stroked by F. W. Phillips.

All-comers pulling a pair of oars in skiffs: C. Court, now on one of the dredges, and F. Blanchard, then a ferryman, defeated J. McCleer and A. Ross.

Youths under 20 pulling a pair of oars in skiffs was won by J. Clark and J. Phelan.

The race for all amateurs pulling four oars in string test gigs, prize £25, was won by the "Chance," S. Clark, J. Gaul, E. Phelan, and J. McCleer (stroke).

A private match pair oars was rowed in this year, the course being from the Bridge to the Alice Street Ferry, near the Port Office. The competitors were Messrs. Reginald and Sidney Larard and Messrs. Richard Newton and C. Garbutt, all well-known men in our city. The race was rowed at 7 a.m. in light skiffs, the conditions being that the latter crew was to have a week's practice. This was a necessary stipulation, as the Larard brothers were old Thames Rowing Club men and showed at that time the best form on our river. The Larards won the contest pretty easily by several lengths.

1879—November 9th. The regatta of 1879 saw another revival after a lapse of nearly four years, and was a combined one, sailing and rowing.

The course was in the Hamilton Reach, Mr. E. B. Forrest being the umpire, Mr. W. H. Ryder starter, and Mr. R. Baynes hon. secretary. There were four rowing races, including a race for "Black Boys" in whale boats, the prize being a bag of flour. This was the last appearance of the "Black Boys" race on the regatta programmes.

The first rowing race was practically for the four-oar championship, the conditions being, for all amateurs in string test gigs, with cox, round buoys, prize £10, and resulted as follows: Brisbane Club, "North Star," J. N. Devoy (stroke), E. Winter, F. E. Foster, E. McDonnell, A. Earle (cox.), first. Other starters—Kangaroo Point Rowing Club (E. Phelan stroke), second; Commercial Rowing Club, "Amy" (C. G. Myers stroke), third. "North Star" crew won by two lengths. In the Commercial crew the afterwards great Tom O'Sullivan rowed, and although defeated he made a good impression on the spectators.

The next race was for youths under 18 pulling a pair of oars in light skiffs, or outriggers, which was won by T. A. Bond and Harcourt.

Then a very interesting race came on for all-comers in watermen's skiffs, pulling a pair of oars. As usual amateurs competed with recognised watermen, and in this instance J. N. Devoy and F. E. Foster met two ferrymen, T. Back and H. Rutledge, the latter winning easily.

1880—May. This year saw rowing matters gradually improving, the Brisbane Rowing Club showing increased activity and a strong desire for all-round competition in rowing. A crew was got together to represent this club at the Maryborough Regatta which was held on May 24th, 1880. The crew consisted of E. MacDonnell (bow), E. Winter (No. 2), J. C. Kent (No. 3), F. G. Hamilton (stroke), and Arthur Earle (cox.). This was the first occasion on which a Brisbane crew visited Maryborough, and also the first contest between oarsmen of the two towns. Great interest was centered in the various races in which they competed.

They entered for the senior fours and champion fours, Messrs. E. Winter and F. G. Hamilton competing in the double sculls. The senior fours was 1½ mile, which race the Brisbanes won, defeating two Maryborough crews, stroked by R. H. Bates and C. H. Barton respectively. The time, 7min. 45secs., was exceedingly fast, even when taking into consideration the strong tides in the Mary River.

The Champion Fours,* styled in the programme as the Maryborough Challenge Race, for the four-oared gig championship of Queensland, saw the crushing defeat of the visitors by both Maryborough crews.

The double sculling event was won by R. Poulter and B. Bartholomew from J. and R. Anderson, the Brisbane crew, E. Winter and F. G. Hamilton, in the "Tarragon," being last.

* A full account of the Champion Fours will be found under a special heading.

1880—December 10th. This year marked an entire change in the rowing world of Brisbane, when the first properly-constituted regatta held with due regard to amateur and professional status took place. Prior to this day Brisbane had not for years seen a good rowing regatta. For some reason or other, rowing in fast boats in the colony was very little resorted to. Sailing had latterly been made the principal feature, with a few rowing races thrown in for variety. The (old) Brisbane Rowing Club must be credited with having initiated the revival in rowing on our river. This club had since its inception passed through one or two seasons of depression, but it bravely fought all difficulties, and was the premier club of Brisbane. The Commercial Rowing Club was well established with a good fleet of boats, and the Banks Rowing Club had just started, while the Kangaroo Point Club (which was nearly defunct) had been revived. New boats were imported, and the members of the various clubs went vigorously into practice, the question of which club numbered amongst its members the best oarsmen being freely discussed. Under these circumstances, a regatta under the auspices of the various clubs was decided upon, Maryborough adding to the interest by sending along a crack crew. Thirteen races figured on the programme, including sailing. The steamer "Ipswich" was flagship, and the river banks were crowded with spectators. Milton Reach was the selected course, the following gentlemen acting as officials :—Starters, Messrs. W. H. Ryder and J. C. Beal; Judge, Mr. T. E. White; Umpire, Mr. E. B. Forrest; on the Committee were—Hon. Joshua Peter Bell (Acting Governor), Hon. A. H. Palmer, Chief Justice Lilley, Mr. Thos. Finney, and others.

The first race, which was rowed in string test gigs, distance three miles, fell to the Maryborough crew, stroked by A. Poulter, who easily defeated the Kangaroo Point Rowing Club, Brisbane Rowing Club, and Commercial Rowing Club, the latter crew giving up before the finish.

The next event was the Twickenham Cup, for youths under 19, pulling pair oars in skiffs or outriggers, and was won by the Kangaroo Point Club's crew (E. M. Hart and T. A. Bond), who defeated the Banks representative crew and another pair from their own club, the latter having the misfortune to break an oar. The latter pair included Fred Hart, who distinguished himself by rowing in the winning Queensland eight-oar crew in Melbourne in 1891.

The next race was for *bona-fide* amateurs, under 18, pulling four oars in string test gigs, one mile, the prize being cup, value £5 5s., presented by the late Sir Joshua Peter Bell. This race was won easily by a crew from the Brisbane Grammar School, who rowed as members of the Brisbane Rowing Club, viz.: "North Star," A. D. Walsh, W. Baynes,

Hector Perkins, and J. B. Johnston, defeating the Banks Rowing Club. The stroke, J. B. Johnston, afterwards became the Amateur Champion Sculler of Queensland.

A race for youths under 16 in dingies was won by A. Leftwich. The great Collie Bell started in this race, which was his first appearance in a public regatta. Fancy the Cambridge crack pulling in a punt race! or—better still—fancy the then lad afterwards becoming one of England's champions!

The next race was for the four-oar championship of Queensland, in best and best boats, distance three miles—from the Dry Dock up to buoy moored above the Regatta Hotel at Toowong—and was won by the Maryborough Rowing Club from the Brisbane and Commercial Rowing Clubs, the latter crew giving up.

In the under 20 race, which followed, T. A. Bond and G. H. Pritchard competed. These men were well known all over the colonies as crack athletes in the pedestrian world.

1881.—The regatta was held in the Milton Reach, and included in the programme was a sculling race for all-comers, prize £100, in which Elias Laycock was successful, defeating George Solomon (Sydney), and Harry McCleer (Brisbane).

The officials of this regatta were:—President, Sir Joshua Peter Bell; Starters, Messrs. W. H. Ryder and J. C. Beal; Judge, Mr. R. H. Roe; Hon. Treasurer, Mr. W. H. Parker; and Hon. Secretary, Mr. R. H. Lawson. The old stern-wheeler "Settler" was the flagship.

The champion fours on this occasion was competed for by Brisbane crews only, the Commercials being successful. Tom O'Sullivan stroked the winners, J. A. Beal the B.R.C. crew, and T. A. Bond the Kangaroo Point crew. In the latter crew the well-known Rugby sole selector, F. C. Lea, rowed No. 2.

In the pair-oar race, Hugh Macintosh and Ernest Winter defeated C. S. Miles and Frank Baynes.

A race which excited a great amount of interest in this regatta was the senior sculls, the starters being Tom O'Sullivan, Ernest Winter, and Reginald Larard. The latter competitor was an old London oarsman, and is now in West Australia. Larard led at the start, O'Sullivan being last away. At the mile point Winter led O'Sullivan by a length. Tom here put on a big spurt, when a foul occurred through his colliding with Winter and tearing a piece out of the latter's oar with his right-hand scull. Larard now went ahead, but O'Sullivan caught him at Hogan's sawmills, and, going on, won by ten lengths, Winter defeating Larard by

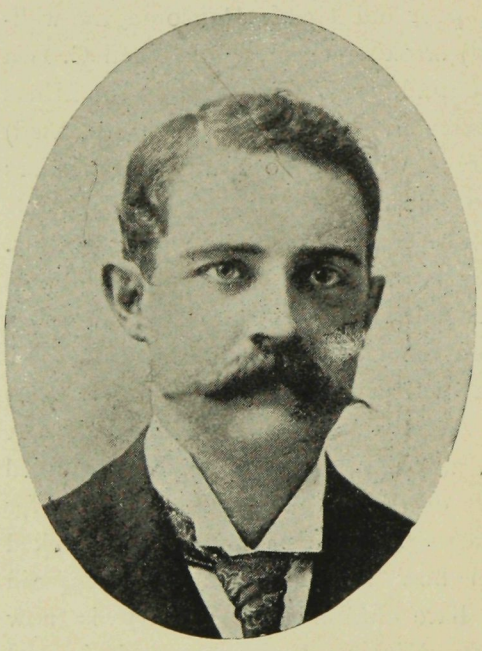
three lengths. The umpire reluctantly disqualified O'Sullivan. Everyone knew the foul was quite unintentional, but it nevertheless greatly interfered with Winter's chance.

The race for under 20 fours was won by the Brisbane Grammar School boys, rowing for the Brisbane Rowing Club, and composed as follows:—W. Southerden, C. S. Williams, H. A. Francis, and Hector Perkins (stroke). This was the first crew in Brisbane to receive systematic coaching, Mr. Roe attending to his boys regularly. The result was most satisfactory, as the crew won against older and more experienced men from the Commercial and Kangaroo Point Clubs.

The final race of the day, maiden fours in string test gigs, was won by the Commercial Rowing Club crew, poor old Frank Ransome, the well-known Wallaroo footballer (now deceased) stroking them, while Fred C. Lea stroked the Kangaroo Points, Harry Marshall, now chief clerk in the Mines Department occupying the bow seat. Harry and Reg. Earle (lately deceased) rowed in many a tough race unsuccessfully; but it is not always the winners who are the gamest, as many an athlete knows.

1882—This was as great a success as any of the previous regattas. The splendid vessel "Titania" did duty as flagship. Cyrus J. Williams (stroke) and R. Macansh won the junior pairs. The senior fours, 2½ miles, was accountable for a good race between the Commercial crew, stroked by Jack Devoy (as game and determined a man as ever stepped into a boat) and the Brisbanes, stroked by Ernest Winter, the former winning. A second crew from the Brisbane shed, stroked by J. C. Kent, occupied third place. The maiden fours saw one of the best contests for this race ever rowed, four crews starting. The Commercials, stroked by Harry Davis (afterwards champion bow and for years vice-captain of the Commercial Club) won by a bare half-length. Harry is now manager of the Bank of New South Wales at Bowen and is not forgotten by his old chums. Harry McCleer won the all-comers race, three miles, from W. Miller. The race for the champion fours was again won by the Commercials—J. N. Devoy, 10st. 6lb.; F. E. Foster, 10st. 10lb.; Denis O'Connor, 11st. 12lb.; and Tom O'Sullivan (stroke), 11st. 10lb. (Fred Midson cox.) They defeated the Brisbane Club crew, stroked by Ernest Winter, who had behind him H. A. Macintosh, J. A. Beal, and R. F. Phelan. Hugh Macintosh, who rowed bow in the losing crew, was for his weight (9st. 10lb.) one of the best men in Queensland. He rowed and won races for double sculls and pairs with Ernest Winter, and was absolutely the best man at steering a boat we have had. In the course of conversation Mr. Winter informed me that in all his experience—and it is a long and varied one—he never stroked a pair or double sculls with more confidence than

when the trusty Hughie was behind him, as he knew the steering would be of the best. R. F. Phelan was also a tough man and rowed many a hard race in a right-down plucky manner. The junior fours, distance two miles, for a prize value £15, presented by Sir T. McIlwraith, was won easily by A. D. Walsh (the present manager of Dalgety and Co.), R. Macansh, Ted Markwell (one of our crack all-round athletes), and Cyrus J. Williams (of the Marine Department). Mr. Walsh still takes a great interest in amateur athletics, and was for some years a vice-president of the Brisbane Rowing Club. The Coolalta Cup for senior sculls was rowed a week later than the other events, two starting, Tom O'Sullivan and Dave Uhlmann, the former winning.



MR. A. D. WALSH.

1883—Rowed in the Town Reach, the officials being:—Umpire, Hon. E. B. Forrest; Starter, Mr. R. H. Roe; Judge, Mr. W. H. Ryder; Hon. Treasurer, Mr. W. Bulcock; Hon. Secretary, Mr. R. H. Lawson. This was a most successful regatta, the presence of two crews from Maryborough adding to the interest. The junior pairs fell to the C.R.C., who defeated two crews from the K.P.R.C. The race for the champion fours, three miles, prize £50, was one of the most magnificent ever witnessed in Brisbane. There were three starters, Commercial Rowing Club, Maryborough Rowing Club, and Wide Bay Rowing Club, and they finished in that order.

Phil Hardgrave and J. Mullen accounted for the junior double sculls, defeating Harry Marshall and Reg. Earle. Hardgrave was protested against, as he had won the champion fours in 1881, but the protest was not upheld. The maiden fours brought out some men who afterwards helped to make a name for Queensland in the rowing world, viz.: E. Colclough, Tom Hughes and Larry Quinn. A Grammar School four started in this race, composed of B. Sampson, J. A. Forrest, V. Sellheim, and E. Lord. The race was won easily by the C.R.C. crew, J. Gasteen, W. Barber, W. Healion, and Larry Quinn (stroke).

Harry McCleer, as usual, won the all-comers race, and the senior fours, for a trophy presented by Messrs. Finney, Isles & Co., was appropriated by O'Sullivan's champions.

The junior fours, 2 miles, saw a great race between four crews, and was won by 1½ length by the C.R.C., H. W. Davis, W. McGrath, W. Clacher, and G. Patullo (stroke), the Kangaroo Points, stroked by Tom Bond, being second. Alan Wylie, one of our crack pedestrians, stroked the third crew, which included M. Carrol, now a life member of the C.R.C., while Larry Quinn stroked the last crew.

The youths under 20 fours produced three crews, one from each club, the C.R.C., W. Isles, W. Slater, T. Hughes, and J. Collins (stroke), winning, the Grammar School Boys, B.R.C., being second, while the Kangaroo Point crew, stroked by V. Drury, was last.

The next race was the senior sculls, 2 miles, for a trophy value £10 10s., presented the Hon. Peter McPherson, resulting in Dave Uhlmann defeating Ernest Winter, J. Purchase and T. O. J. King, who finished in that order.

The double sculls saw Winter and Macintosh defeated by Devoy and O'Sullivan.

At night a banquet was held at the Royal Hotel in honor of the visitors, the chair being taken by Hon. E. B. Forrest and the vice-chair by Mr. W. T. Blakeney. Messrs. R. H. Roe and C. H. Barton, junior, of Maryborough, were also present. The stroke of the champion crew in replying to the toast specially mentioned the services the late J. Jinks rendered in coaching his crew.

1884—June 28th. Hanlan's Regatta.—The next regatta was the complimentary one tendered to Edward Hanlan, then champion sculler of the world, which took place on the Indooroopilly Reach. Hanlan was welcomed on his arrival by Dr. O'Doherty and Mr. Thos. Finney on behalf of the public of Brisbane. The arrangements for this regatta were not as perfect as might be wished, although Messrs. J. N. Devoy and R. H. Lawson, hon. secs. respectively of the Commercial and Brisbane Rowing Clubs, worked hard. Mr. R. H. Roe was starter, while Mr. W. T. Blakeney acted as judge and umpire.

The first race was the champion fours of the Brisbane River, 1½ mile, and was won by Brisbane Rowing Club, H. Macintosh, G. E. Markwell, R. F. Phelan, and E. Winter (stroke), defeating the C.R.C. and K.P.R.C., stroked by P. Hardgrave and T. A. Bond respectively.

The maiden fours, 1 mile, string test gigs, was won by the K.P.R.C. crew, V. Drury, E. Colclough, E. Baynes, and A. Smith (stroke), defeating the B.R.C. and C.R.C. crews.

The junior fours, 1½ mile, in string test gigs, also went to the K.P.R.C. crew, R. Wain, D. Armstrong, W. Croft, and J. Darragh (stroke), who defeated the C.R.C. crew known as the "bullocks" on account

of their size, viz.: Geo. Baynes, J. E. Harris, J. W. Potts, and Tom Hughes (stroke), and a B.R.C. crew stroked by C. Tully.

The next race was the event of the day, being a sculling handicap, in which Edward Hanlan, the champion, was of course scratch, R. Edwards, the well-known Victorian, having 50 yards start, and Harry McCleer, the local man, 100 yards. Hanlan won as he liked, McCleer filling second place, Edwards having capsized. Hanlan then gave an exhibition of walking on the water with specially made shoes, and covered over 100 yards without accident. "Did" Harris essayed the task, but got a bath.

The next event was the senior fours, 1½ mile, which was won by a C.R.C. crew, stroked by R. Mullen. The Brisbane crew which earlier in the day won the champion fours collided with the Kangaroo Point crew, stroked by T. A. Bond, and the C.R.C. crew then went on and won anyhow.

1884—Saturday, July 26th. A four-oar race in string test gigs for an allotment of land at Riverton, Indooroopilly, distance 2 miles, was rowed between the C.R.C. and the B.R.C., and resulted in a win for the former. C.R.C.: H. W. Davis (bow), P. Hardgrave, L. Quinn, and T. O'Sullivan (stroke). B.R.C.: H. Macintosh (bow), R. F. Phelan, G. E. Markwell, and E. Winter (stroke). Won by a length.

The 1884 annual regatta day was unbearably hot. The races took place in the Town Reach, the dredge "Octopus" doing admirable service as flagship. Mr. R. H. Roe officiated as starter, while the hon. secretaries were Messrs. J. N. Devoy and R. H. Lawson. Sir Thomas McIlwraith kindly lent the launch "Bompy" for umpire's boat, Mr. R. H. Lawson filling that position. The Maryborough Rowing Club and Central Queensland Rowing Club (Rockhampton) sent crews for this regatta, and an entry was received for the sculls from the Mercantile Club, Sydney, the competitor being Mr. J. O. Trimble, who easily succumbed to the powerful Dave Uhlmann.

For the maiden fours six crews competed, only two boats finishing, the Commercials, W. Slater, J. Collins, A. Green, and Alan Wylie (stroke), winning, with the K.P.R.C. (stroked by A. Smith) second. In the latter crew Mr. Ernest Baynes (now president of the Brisbane Rowing Club) rowed No. 3. J. E. ("Did") Harris, Geo. Baynes, and A. E. Stacey were also competitors, but were unplaced.

The champion fours, 3 miles, furnished a magnificent race. Four crews started, viz.: Commercial, Brisbane, Central Queensland, and Maryborough, finishing in that order.

The Maryborough crew had their revenge, however, by defeating all the crews in the senior fours, and winning the senior pairs with P. W. G.

Pinnock (now in the Transvaal) and Dan Mactaggart, who defeated Geo. Markwell and Hugh Macintosh. Maryborough also accounted for the double sculls with Forster and Barton, again defeating the B.R.C. couple.

The junior fours saw four starters, the Kangaroo Point crew, E. Baynes, R. P. Earle, W. Harcourt, and T. A. Bond, defeating the two C.R.C. crews and the B.R.C. crew. This club also carried off the under 20 fours, defeating another club crew and a crew from the C.R.C. (stroked by A. Augstein). Tom Bond also walked away with the maiden sculls.

1885—October 10th. First Eight-oared Race in Queensland.—This event was carried out by C.R.C. at their club regatta, three clubs taking part, viz.: C.R.C., B.R.C., and K.P.R.C. The officials were Messrs. R. H. Lawson, starter ; Fred Hannington, umpire. The Government House Domain was thrown open by the Governor for the occasion. The course was from B.R.C. shed to the "Gayundah," moored below the Dock. Several of the oarsmen rowed in white belltoppers. B.R.C.: Walker, Green, Challinor, J. Macintosh, J. C. Kent, E. Winter, R. F. Phelan, and Hugh Macintosh (stroke), Percy Fowles (cox). K.P.R.C.: Farquhar, R. Wain, G. Valentine, Croft, Harcourt, W. J. Robinson, E. Phelan, and T. A. Bond (stroke), E. Forrest (cox). This was a great struggle all the way, and after a most determined spurt by each crew at the finish the result was a dead heat. The winners of this race were to meet the Commercials, and as neither crew could claim a win, they tossed for the contest with the light blues, the coin favouring the Brisbanes. The C.R.C. eight were J. Collins, H. W. Davis, W. H. Barber, L. Quinn, D. O'Connor, P. Hardgrave, M. Carroll, and F. E. Foster (stroke), Mark Harris (cox). The Brisbanes at the start jumped clean away and led by half a length, but had not travelled far when the Commercials drew level with them. The previous tough fight of the Brisbanes had told its tale, and the Commercials won by nearly two lengths, notwithstanding the very plucky spurt of the Brisbanes at the finish.

On October 17th the final heat was rowed, Harry McCleer acting as starter. Both crews splashed a lot in the first minute's rowing, but then settled down to steady work, the C.R.C. at 40 and the K.P.R.C. at 42 to the minute. Two lengths from the finishing buoy the Commercials were 7 feet ahead, but a great spurt on K.P.R.C.'s part brought them to within 3 feet of their rivals when the pistol went. The race was a magnificent one all the way. Mr. E. Winter acted as umpire.

The 1885 regatta took place in the Hamilton and Bulimba Reaches, the "Otter" being flagship, anchored off Breakfast Creek Jetty. The officials were: Umpire, Hon. E. B. Forrest; Judge, Captain Sunners;

Starter, Mr. R. H. Roe; Hon. Secs., Messrs. V. R. E. Drury and Wm. Pickering. Sailing and rowing combined to make up the day's sport.

For the maiden fours four crews started, a Commercial crew, rowing in the Kangaroo Point's colours, M. Carroll, S. J. Graham, T. Hughes, and J. Gibson (stroke), winning easily by five lengths.

The champion race saw the Maryboroughs with a fine crew, stroked by Dan Mactaggart, face the starter against a Commercial crew, stroked by E. Winter, and two Kangaroo Point crews, stroked by R. Wain and T. A. Bond, the Maryboroughs winning by eight lengths from the Commercial crew.

The Maryboroughs again conclusively proved that they were the best four afloat that day by winning the senior fours, 2 miles, for Finney, Isles & Co.'s prize, value £50, easily defeating Winter's C.R.C. and Bond's K.P.R.C. crew.

In the maiden amateur sculls Tom Hughes defeated J. N. Devoy, E. M. Hart and T. A. Bond. Hughes broke one of his sculls just nearing the finish, but had such way on that he drifted past the judge before the other competitors came up.

The under 20 fours was a good race, the K.P.R.C. crew, J. Ross, J. H. Darragh, R. Wain, and E. Colclough (stroke), defeating a C.R.C. crew, composed of the present firm of Isles, Love & Co. and F. Trimble, Jick Love occupying the stroke seat.

The junior fours saw the winners of the maiden fours succumb to the Kangaroo Point crew, W. Farquhar, G. Valentine, W. J. Robinson, and R. Wain (stroke).

The final race, for amateurs in wager boats, 2 miles, for the Hon. Peter MacPherson's trophy, saw Ernest Winter easily defeat E. M. Hart.

1886—This regatta, a combination one as previously held, took place in the Bulimba and Hamilton Reaches. The officials were: Umpire, Mr. R. B. Stiller; judge, Mr. W. T. Blakeney; starter, Mr. R. H. Roe; Messrs. W. J. Robinson and J. J. Cohen were joint hon. secretaries, while the "Otter" was secured as flagship. The Commercial Rowing Club committee for various reasons would not take part officially in the regatta, but their members who wished to row did so as hon. members of the Breakfast Creek Club.

Some exciting racing was witnessed at this regatta, especially in the first mile of the champion fours, the crew stroked by Ernest Winter defeating the Kangaroo Points (stroked by R. Wain) by over eight lengths. The same crew easily disposed of the B.C.R.C. crew in the senior fours.

The senior sculls, 2 miles, saw the Kangaroo Point representative, T. A. Bond, after a good struggle, defeat Ernest Winter, who in turn beat Tom Hughes for second place.

The silver cup presented by the Goldsmiths' Hall Company for senior fours, to be won twice in succession or three times in all, was first competed for on this occasion.

The under 20 fours was won by the Breakfast Creek crew, J. McMillan, C. Palmer, W. A. Douglas, and J. McCleer (stroke). Tom Hughes and W. O'Neill easily accounted for the senior double sculls.

1887—December 10th. Held in the Hamilton and Bulimba Reaches, sailing as well as rowing forming the programme. The dredge "Hydra" was the flagship. This was a great day for the Commercial Rowing Club, as their crews won every event of importance except two which were appropriated by the Breakfast Creek Club. This overwhelming victory of the C.R.C. was due to hard practice, which was well exemplified in the races where endurance triumphed. The officials were:—Umpire, Hon. E. B. Forrest; Judge, Mr. P. Hardgrave; Starter, Mr. R. H. Roe.

The Commercials, S. H. Smith and J. Graham, won the junior pairs but were defeated in the under 20 fours by the B.C.R.C., L. Flegeltaub, G. Bolton, M. Largy, and J. Henry (stroke). The latter club sent four crews, two being from the Brisbane Grammar School, they being placed third and fourth. Stan. Gardner stroked the C.R.C. but was two lengths behind the winners at the finish. Gardner was a most popular member of the C.R.C. and is at present in the old country, where he succeeded in obtaining a C.E. degree. His brothers Alf, Walter, and Arthur were also members of the same club and have been good supporters of the sport.

Harry McCleer carried off the all-comers race from Bob Wain, who sculled as a professional for the first time.

The Commercials' crew, S. H. Smith, F. J. Isles, F. Belbridge, and E. Channing (stroke), secured the maiden fours, defeating three Breakfast Creek crews, stroked by E. Colclough, J. Henry, and V. R. E. Drury, and a second Commercial crew, stroked by J. Graham.

The amateur champion fours, three miles, was won easily by Winter's Commercial crew, defeating the Breakfast Creek crew composed of P. O'Reilly, T. Hughes, W. J. Robinson, and Geo. Valentine. Hughes had through some dispute joined the B.C.R.C., but had to suffer defeat at the hands of his old mates, who also won the senior fours with U. Muggridge, D. O'Connor, L. Quinn, and F. E. Foster (stroke).

Winter and O'Neill accounted for the senior pairs and double sculls.

The Breakfast Creek crew, F. Shepherdson, E. Munro, F. Armstrong, and E. Colclough (stroke), won the junior fours. Joseph Kilroe (of Finney, Isles, & Co.) and Frankie Baynes were in the losing C.R.C. crew, which was stroked by J. Graham. E. Channing and Geo. Munro (C.R.C.) won the junior double sculls.

1888—December 10th. This regatta was held in the South Brisbane Reach, the hulk "Beatrice" doing duty as flagship. The regatta was a great success, additional interest being added by the presence of the champion sculler of the world, Henry Ernest Searle, and Niel Matterson. The officials were: Umpire, Mr. R. H. Roe; Judge, Mr. John Hardgrave; Starter, Mr. P. Hardgrave; Hon. Sec., Mr. W. Bertrand. This was the last regatta at which races were rowed round buoys.

The champion fours saw Maryborough represented after a lapse of three years, but they suffered defeat at the hands of Winter's Commercial crew.

The under 20 fours was won by the B.C.R.C. crew, four Grammar School boys, C. Sellheim, R. G. Scott, H. T. S. Bell, and E. H. M. Drury (stroke).

The maiden fours supplied a great contest between the C.R.C. crew, J. H. Williams, A. Parker, G. W. Munro, and R. O. Moodie (stroke), and the B.C.R.C. crew. The former won by half a length, and also accounted for the junior fours, and with Ted Channing in the bow seat won the senior fours. The champions and the Maryboroughs fouled in this event.

The Maryborough men, as usual with them, carried off the senior pairs, the Mactaggart brothers easily defeating Winter and Hughes, the latter pair afterwards winning the senior double sculls from another of their club's crews.

Geo. Valentine Turnbull easily won the maiden sculls from H. G. Hood, Maryborough, and J. A. Purchase, C.R.C.

1888—December 5th, 6th, 7th, and 11th. These dates saw one of the biggest rowing carnivals ever held in Australia competed for in the Bulimba Reach by the leading professional scullers of the world. It is unlikely that such a galaxy of rowing talent will be seen again at the one time and place, as they included such names as H. E. Searle, W. Beach, Peter Kemp, J. Stanbury, Chris. Neilsen, Neil Matterson, and the local sculler R. Wain. Messrs. Ernest Winter, I. A. Phillips, J. C. Beal, D. O'Connor, and J. G. Byrne were the promoters, and the manner in which they worked will be seen from the amounts paid away in prize money, viz.: First, £500; second, £200; third, £100.

A regrettable incident occurred during one of the heats, in which Beach, Searle, and Matterson started, the latter two being disqualified for the heat only for fouling Beach. They were, however, allowed to race again, and Beach refused under the circumstances to start. The final was won by Searle, Kemp, and Matterson in that order. Mr. Winter was starter, Mr. Beal umpire, and Mr. Byrne hon. secretary.

1889—December 10th. This regatta day was during the latter part overshadowed by the news of the death of champion H. E Searle at Melbourne, while on his way home to N. S. Wales after a triumphant series of victories on the Thames. The South Brisbane and Milton Reaches supplied the courses, which in all instances were straight-away. The flagship was anchored off the Dry Dock, where the races finished, the officials being: Umpire, Mr. P. Hardgrave; Judge, Mr. John Hardgrave; Starter, Mr. W. A. D. Bell; Messrs. P. Frankel and W. G. Mayne being the joint Hon. Secs. This was the last regatta which was managed by a committee of the clubs, the Queensland Rowing Association being shortly afterwards formed, and all subsequent regattas being controlled by that body.

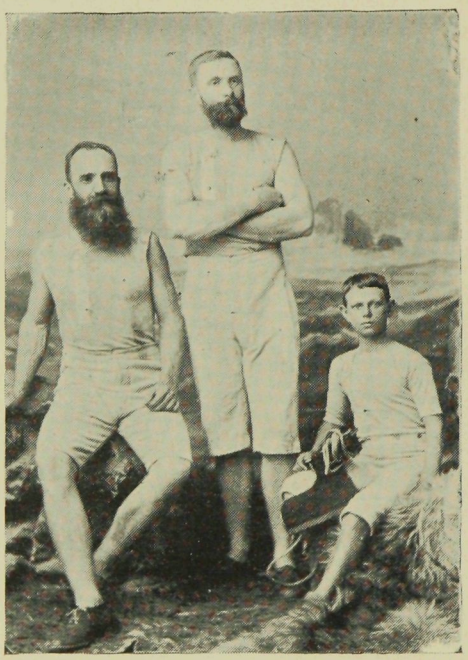
The Maryboroughs were again represented in the champion fours, the previous year's crew (with S. Adam at the No. 2 thwart instead of F. Wearin) being the competitors. History, however, repeated itself, and the Commercial crew (with also one alteration only on the previous crew's *personnel*, J. H. Williams taking the place of F. J. Isles, retired) won easily.



W. E. Molle (Bow) R. G. Scott (No. 3) G. Cummings (Coach)
E. O. Darvall (No. 2) E. H. M. Drury (Stroke)

The Commercial Rowing Club secured their first under 20 fours win on this occasion by a smart crew, consisting of W. McMillan (bow), J. McMillan (No. 2), R. A. McAlister (No. 3), and L. C. Wilson (stroke). This club was defeated in the maiden, junior and senior fours by one of the best maiden crews which had raced on the Brisbane River. They represented the Breakfast Creek Club, and were composed as

follows:—W. E. Molle, 10st. 12lb.; E. O. Darvall, 12st. 9lb.; R. G. Scott, 12st. 12lb.; and E. H. M. Drury (stroke), 10st. They won the three events maidens, juniors and seniors, and great expectations were formed of them. Molle afterwards won the champion fours of N. S. Wales, Queensland, and intercolonial eight-oar championship in Melbourne. Young Drury went to England, and Darvall and Scott—except rowing, the former in an under 20 four, and the latter in a few club and sculling events—practically relinquished the oar. This crew, it may be mentioned, were all under 20 years of age, and after winning the maiden and junior fours, to go out and defeat a fresh crew, stroked by such a tough oar as R. O. Moodie, speaks for itself.



Dan and J. Mactaggart J. Murray (Cox)

The Maryboroughs, W. Westphal and S. Adam, started in the double sculls, but were badly defeated, A. Parker and H. G. Wickham (C.R.C.) being the winners. Archie Douglas and Howard Bliss finished first but were disqualified on a foul in the early part of the race.

The maiden sculls was won by T. Tripconey, F. W. De Little making his first appearance in a contest on the Brisbane River in this race; he was, however, defeated for second place by R. T. Shekelton.

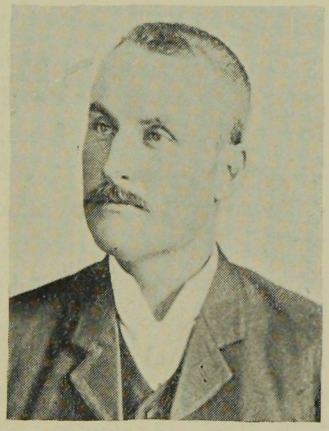
The senior pairs was again easily appropriated by the Mactaggart brothers, Maryborough.

A week later a most important race eventuated, it being for the amateur champion sculls of Queensland, distance two miles. The starters were: D. Uhlmann, 12st. 2lb.; R. T. Shekelton, 11st. 6lb.; T. Tripconey, 11st. 8lb.; E. Winter, 11st.; G. Valentine Turnbull, 12st. 6lb.; and J. B. Johnston (Bundaberg), 12st. Uhlmann broke the back of his boat before going 200 yards. Johnston led at once, and gradually increased his lead to ten lengths at the winning post, a great race taking place between Tripconey and Shekelton for second place, the former just succeeding. Winter was two lengths off fourth. Turnbull stopped after going about one mile.

1890—This was the first regatta held by the Queensland Rowing Association, and was a remarkable one in many ways. Firstly, it was the advent in a race of the Messrs. Bell on Queensland waters with their

Cambridge style and latest form of rowing, and flushed with their southern victory, or one might say victories. These events are fully treated on in a special article on Intercolonial Rowing. Their advent here established a new era in Brisbane rowing, and the champion fours under these circumstances was eagerly looked forward to, the Bells boating the crew which won the New South Wales four-oared championship. This crew of course represented the Breakfast Creek Rowing Club, and they easily defeated the only other competitor, from the Commercial Club. The distance on this occasion was for the first time shortened to 2 miles.

Another race to which considerable interest attached was the senior fours, for which two crews started, one from the Commercial and one from the Breakfast Creek Club. In each crew were two men who had rowed in the intercolonial eight-oared contest. The race was won by the Commercial club, R. O. Moodie, L. W. Lankester, F. Armstrong, F. W. De Little (stroke). The B.C.R.C. crew defeated was composed of H. S. Bliss, Gordon Graham, A. H. G. Drury, E. Colclough (stroke). Colclough's crew dashed off with the lead, which De Little deprived them of at a quarter of a mile from the start, and going away with a fine swing won easily by four lengths. The newly formed Toowong Rowing Club competed for the first time and sent crews for the under 20, maiden and junior fours, the latter stroked by S. D. Fletcher, but they were unsuccessful.



MR. J. B. JOHNSTON,
Amateur Sculling Champion of Queensland, 1889.

Another item of great interest in this regatta was the first appearanceof the now famous champion sculler, M. J. Slack. He won the junior sculls from R. G. Scott and G. W. Munro, and met Colin Bell in the senior sculls. As Bell had won the Colquhoun sculls at home he was looked upon as the winner, but the race was spoilt through one of his rowlocks breaking after only a few hundred yards had been traversed, causing his boat to capsize.

A crew that created a very favourable impression at this regatta from the Commercial shed was the winners of the maiden and junior fours, which races they won easily, viz.: Angus Laing, W. B. Carmichael, G. N. Hyde, W. Bligh (stroke). Lang and Carmichael are still rowing, the latter oarsman afterwards becoming a champion for some years in succession besides winning numerous other races, including senior and open fours, senior and open eights, double sculls, &c.

The "Miner" was the flagship at this most interesting regatta, the officials being: Umpire, Rev. Manly Power; Judges, Messrs. T. Finney

J. Hardgrave and C. Lumley Hill. Mr. J. T. Bell, chairman of the Queensland Rowing Association, and Mr. R. H. Roe, were also present.

1891—June 6th. The next regatta held was intended to be the winter meeting, the Rowing Association wisely deciding to hold two regattas a year. The "Miner" was flagship, Mr. J. T. Bell officiating as starter, Rev. Manly Power umpire, and Mr. H. S. Bliss judge.

The principal event was the champion sculls, for which two men started, M. J. Slack and G. W. Munro, the former winning easily. The next item of importance was the senior fours, the winning of which meant the first "leg in" for a silver cup, presented by Messrs. Muller Bros, and also a score for the handsome Goldsmiths' Hall cup. This was won easily by the C.R.C. crew, J. H. Williams, W. J. Rylance, F. Armstrong, F. W. De Little (stroke), who defeated the B.C.R.C. crew. The latter crew, which consisted of J. Darvall, Gordon Graham, A. H. G. Drury, and B. J. Beirne (stroke), had competed in the maiden and junior races the same afternoon, but without success.

The Toowongs on this their second appearance were the only starters in the under 20 fours, for which they sent three crews, the winners being R. Gailey, W. Whitman, V. Jessup, and E. Fletcher (stroke). This crew also won the maiden fours. The junior fours fell to the C.R.C., stroked by R. T. Hilder, who afterwards became famous as the stroke of the winning Queensland crew in the intercolonial eight-oar race in Melbourne in 1891. Fred M. Hart, who also shared in the win, rowed No. 2 in this junior four, W. Johnson being No. 3, and R. R. Miller bow. The senior double sculls was between two crews from the Commercial Club, and was won by F. Armstrong and F. W. De Little, their opponents fouling the piles of the Bulimba Ferry.

1892—January 26th. This regatta was a most important one, the impetus added to the sport by the intercolonial contests, the coaching by the Messrs. Bell, and the defeat the previous year of the doughty Commercials, causing a great deal of excitement in the various contests. The officials were: Umpire, Mr. G. E. Markwell; Judges, Messrs. F. J. Purney and A. J. Westaway; Starter, Mr. J. N. Devoy; Hon. Sec., Mr. P. Frankel.

The Commercials won the champion race by three lengths from the Breakfast Creek Rowing Club, the previous holders, Carmichael and Williams, who rowed bow and No. 2 in the victorious four, going out afterwards and winning the junior double sculls by four lengths. The Toowongs, light and hardy men—R. Gailey, G. M. Colledge, J. Gore-Jones, and E. Fletcher (stroke)—accounted for the under 20 fours and the senior fours, the maiden fours falling to the Breakfast Creek Club (A.

E. Allison, J. Darvall, Dr. Griffin, F. G. Hickie stroke), as did the handicap sculls, which was won from scratch by W. G. Slack, a cousin of the champion. Dr. Griffin, as many will remember with regret, was afterwards killed in the hunting field.

1892—August 27th. This regatta was not productive of any special features and was rather a failure, very few crews entering, nearly all being from the Commercial shed. The only items that caused any interest were the senior fours and the handicap sculls. The weather was boisterous with a heavy westerly gale blowing. The Toowong crew for the senior fours refused to face the course laid down, and the starter, Mr. P. Hardgrave, decided to postpone the event until Friday, September 2nd. An incident connected with this race is well worth recording: The crews were the champion four of Queensland, W. B. Carmichael, J. H. Williams, R. McDowall, and Ernest Winter, and a smart crew from the Toowong shed, consisting of R. Gailey, G. M. Colledge, J. Gore-Jones, and E. Fletcher. McDowall, who was a blacksmith, was working at the time on repairs to the French steamer "Loire Infruere" at Sutton's foundry, and had the misfortune to fall down part of the hold, severely injuring himself. When he arrived at the shed he told Mr. Winter (the stroke) about it, but pluckily said he felt good enough for the race. The crews got out about 5.30 p.m., and were sent off to a good start, both getting away together. Before they had gone a quarter of a mile McDowall's head swam, and he whispered to Winter that he was dizzy. The stroke at once called out to the bow man, W. B. Carmichael, to "pile the wood on," McDowall just being able to drop his blade in and out. This lasted for fully 300 yards, when McDowall recovered to a great extent, and the crew drew on the Toowongs, and were a length ahead at the mile point. From this out the Commercials drew away, and won by three and a half lengths.

The handicap sculls was spoilt through the capsizing of the "Two Brothers" (W. B. Carmichael), a wave taking her on to the Governor's pontoon, where she overturned, W. G. Slack finishing alone.

Only two crews competed in the maiden and junior fours, both from the Commercial shed, the winners being A. E. Hamilton, A. Baynes, F. Reimers, and J. C. Spode (stroke).

1892—December 10th. This regatta, with three clubs competing, was a successful one in many ways, serving to bring out some really good new blood. Some exciting finishes were witnessed, but the one thing lacking was opposition to the winners of the last champion race. The same crew, C.R.C., again came forward after winning the senior fours in August, and they fully expected to find opponents in Colclough's Breakfast Creek crew, but were disappointed, as the lastnamed entered for the senior fours only.

As the Rowing Association passed a rule barring the winners of the championship from the senior fours, Winter's crew were idle that day, appearing only to row over the course. The Brisbane *Courier* commenting on this said: "Only one crew entered for this event, a fact which does not compare any way favourably with past regattas. The crew pulled up to the Toowong Ferry, where they started for the Dry Dock. They showed excellent style, and worked as one man. The pace, too, was not slow, and the manner in which they accomplished the three miles left no doubt as to the reason which prompted other crews to stand out."

The maiden fours brought out four crews and furnished a great race, Gore's Commercial crew winning by one length, the other three boats bunched, the B.C.R.C., stroked by Gordon Graham, being awarded second place, while Frankel's Commercial crew, who were rather looked down upon, were a close third, defeating the Toowongs, stroked by Masterson. The No. 3 in Gore's crew and the stroke of the Toowongs fainted after returning to their sheds, a fact which prevented the latter crew from competing in the junior fours. Harry Luya, the No. 3 in Gore's crew, a well-known footballer, pluckily came to the scratch, and his crew were rewarded with a solid win in the juniors. This crew was composed as follows: C. H. Briggs, A. G. Stuart, H. W. Luya, F. A. Gore (stroke).

The two Slacks accounted for the senior double sculls, while the maiden double sculls fell to the two Baynes, Frank and Artie.

The Commercials, with the well-known Bernie Beirne stroke, captured the senior fours, and finally won the Muller Brothers' cup for their club, defeating the Toowongs, stroked by E. Fletcher, and B.C.R.C., stroked by E. Colclough, in that order. Beirne's crew were an exceptionally fine lot and had gone through a severe preparation. They were seated as follows: A. E. Hamilton, J. C. Spode, A. Baynes, B. J. Beirne (stroke).

The Toowongs accounted for the under 20 fours, R. Gailey, G. M. Colledge, J. Hiron, J. Gore-Jones (stroke) defeating a heavy and promising crew from the B.C.R.C., stroked by Bob McCowan, the well-known champion footballer.

A. Young, well known afterwards as a champion oarsman, made his first appearance at this regatta, but was unsuccessful, rowing second to the Commercials in the maiden and junior fours.

An eight-oar race was arranged to take place a week later (December 17th) in the Bulimba Reach, the course being from the mouth of Breakfast Creek to Norris's Point, 2 miles, and resulted in a rather hollow win for the Commercial crew, stroked by Ernest Winter. Colclough stroked the Breakfast Creek crew. The Commercials showed better judgment in placing their men, Winter putting his champion crew directly behind him-

self and placing Beirne, the stroke of the senior four, in the No. 4 seat, with his No. 3 rowing No. 3 in the eight. Thus the crew were quite at home and rowed like a book, winning by five lengths in 10min. 55sec. The winners were C. H. Briggs, W. Whitman, A. Baynes, B. J. Beirne, W. B. Carmichael, J. H. Williams, R. McDowall, and Ernest Winter (stroke).

1893—December 23rd. This regatta followed the disastrous floods of 1893, which swept away the Commercials' fine new shed and the Toowongs' boat-house, killing the latter club. The Toowong Club had done and was doing good service for rowing by always competing in the regattas. In their short history they had battled against big losses, losing their first shed, which was replaced, and then having it again swept away. The times being bad, the committee felt that they could not again call on those who since the inception had generously supported them, and regretfully abandoned all idea of continuing as a club. The Commercials at once set to work and secured the old hulk "Beatrice," which on a previous occasion had done service as a flagship, and were housed and ready and eager for the fray. The Breakfast Creek Club had now been removed from Breakfast Creek to North Quay, but they failed on this occasion to float a single crew, and the regatta, between members of the Commercial Club only, was from a public point of view a farce. Practically there were only two races, the maiden and junior fours, which fell to a crew stroked by R. D. Whitehill. Arthur Gardner, the well-known full back of the Wallaroo Football Club, Sydney, and brother of Alf and Stan. Gardner, rowed bow in the winning four, A. J. Coren being No. 2, and Frank M. Pearson No. 3. Winter's champion four rowed over the course to fulfill the formalities necessary to entitle them to hold the championship, and an eight-oar race was spoilt by the No. 6 of one of the crews breaking his stretcher. For an anniversary regatta it was a dismal affair, and pointed to a lack of energy and interest on the part of a section of the rowing community.

1894—October 27th. This regatta was a decided success, three crews entering for the champion four-oar race (which had gone a-begging for the past two years), including a crack team from the Lake's Creek Club, Rockhampton, stroked by W. G. Slack. Ten years had elapsed since a Rockhampton crew was seen on the Brisbane River, and the arrival of the Northerners infused fresh life into the regatta. The Commercial crews were stroked by B. J. Beirne and E. Colclough, the latter oarsman having joined the light blues some twelve months previously. Ernest Winter, the Commercial crack, temporarily retired after racing in almost every regatta for sixteen years, and his trusty No. 3, R. McDowall, the hero of numbers of races both in Maryborough and Brisbane, having

the great misfortune to lose his leg through an accident on the bridge, left only two of the champions of the previous three years—J. H. Williams and W. B. Carmichael. These two rowed in the body seats, Carmichael, who had filled out considerably in the meantime, rowing No. 3. B. J. Beirne took the stroke seat, the bow being J. C. Spode, who had previously won the seniors with Beirne. This crew, though light, was smart and brilliant, and quite upheld the reputation of previous champions by winning easily.

The maiden and senior fours fell to a really fine crew from the Commercial Club, viz.: R. Thomson, S. Kennedy, Pierce Joyce, and A. Young (stroke). They lost the junior fours on a foul to the Brisbane's crew—W. A. Douglas, J. Darvall, Gordon Graham, and Vince Jessup (stroke).

The Commercials won the maiden eights, their crew being vigorously stroked by Jack Deevy (who signally distinguished himself in the stroke seat of the 1895 intercolonial crew). The crew was composed as follows:—R. Wilson, W. Mellish, A. A. Donaldson, R. M. King, D. B. McSwaine, C. H. Arkell, J. K. Cannan, and J. Deevy (stroke).

1895—October 26th. This year's regatta was a field day for the Commercial Rowing Club, as they completely swept the board, on which eight events figured, including the champion four-oar race of Queensland.

Alick Dennis, the well-known South Brisbane blacksmith, won the maiden sculls easily, and rowed over for the handicap sculls.

The Commercial crew, stroked by poor old Ted Asmuss (who recently met with a tragic end in New Zealand), with C. D. Austin, M. Foley, and R. A. McAlister, won the maiden fours, but in the junior fours succumbed to their club-mates, a fresh crew stroked by J. K. Cannan, with A. A. Donaldson, D. B. McSwaine, and W. Mellish. Asmuss' crew, however, turned the tables on Cannan's crew in the senior fours, two miles, completely rowing them down. This was one of the finest races seen on the river, Asmuss' crew winning in the last thirty yards.

The champion fours saw the light blues (stroked by Jack Deevy) victorious over the Brisbane Rowing Club crew (stroked by Archie Douglas). W. B. Carmichael was the only man in the two crews who had previously won the champion fours, but there were several veterans competing, notably E. Colclough and W. A. Douglas. Mr. Dan Mactaggart got the crews away to a capital start, the C.R.C, winning by several lengths.

The two tub races, senior and junior, were uninteresting save for the fact that Mr. Arthur Drury, captain of the Brisbane Rowing Club, who felt keenly the way in which his clubmen had gone under, got permission from the officials to start with T. A. Skinner in the senior pairs. They, however, shared the same fate, and succumbed to a tough crew in Alick

Dennis and the genial Mick (familiarly called Larry) Foley. A. Burton and J. W. Hamilton won the junior tub pairs.

1897—The next regatta was held on March 13th, 1897, and proved a very interesting fixture. The newly formed South Brisbane Rowing Club was represented for the first time. The officials were: Mr. E. Colclough, starter; Mr. J. T. Bell, M.L.A., umpire; and Mr. R. H. Roe, judge.

The principal events were the senior fours and sculls, although a great deal of interest attached to the junior fours, which carried with it one point towards securing the second cup given by Sir Henry Wylie Norman, late Governor of Queensland. This latter race was won by the Brisbane Rowing Club, A. B. Stanley, F. Bryce, Noel Drury, and J. Bryce (stroke), defeating the Commercial crew, A. H. Donkin, T. J. Lyons, J. W. Hamilton, and G. E. Davidson (stroke), which crew earlier in the day won the maiden fours. The maiden sculls fell to the veteran Frank E. Baynes, who won easily from F. Craig, S.B.R.C. The under 20 fours went to the Brisbanes, H. Ball, W. Bryce, F. Nicholson, and E. Ayscough (stroke), who easily defeated the South Brisbane crew. Alick Dennis easily won the senior sculls from W. G. Slack and J. Tuesley, the ex-professional Southport sculler.

WINNERS OF JUNIOR FOURS, 1897.



F. Bryce (No. 2) N. H. Drury (No.
A. B. Stanley (Bow) J. Bryce (Stroke)
A. Mitchell (Cox,)

The Commercials carried off the maiden and senior pairs with (T. J. Lyons and J. W. Hamilton; Alick Dennis and Jack Deevy, respectively), while the handicap sculls went to George Calles, of Southport, F. Craig, of the S.B.R.C. (who had 20sec.), being his opponent.

The principal event, the senior fours, was won by the Commercial Rowing Club crew, consisting of F. H. Cameron (bow), the two veteran champion oarsmen, J. H. Williams and W. B. Carmichael, occupying the No. 2 and 3 seats respectively; the stroke seat was ably filled by Adam Young, who set his crew a fine even swing throughout, winning by three lengths, with ease, from the winners of the junior fours.

1897—November 6th. This regatta, which was held in the Milton Reach, revived the old struggles between the Brisbane and Maryborough oarsmen, the latter town (after an absence from Brisbane of eight years) sending along a crew for the four-oar championship. The Commercial and Brisbane Rowing Clubs had crews entered, and an interesting struggle was anticipated. Mr. Dan Mactaggart acted as starter, Ven. Archdeacon David umpire, Mr. E. Colclough judge, and Mr. P. Frankel timekeeper.

The racing outside of the champion and senior fours was uninteresting, both these events being won by the Maryborough crew.

In the champion race, a foul unfortunately occurred at Walmsley's Point (a mile from the start) between the two local crews.

In the race for the senior fours, the Maryborough crew again won, this time without any room for doubt as to their ability, from a Commercial Club crew, stroked by Mr. E. Winter, who pulled well. The third crew, also Commercials, were finely stroked by Mr. O. Agar, who rowed a plucky oar.

L. C. Wilson accounted for the maiden sculls, while the South Brisbane Club won their first and only race—tub pairs—with F. Craig and D. S. Moreton.

The under 20 and maiden fours were won by the Commercial Club's crew (C. Finch, W. Dennis, A. C. Corfe, and Jos. Grant stroke), while the junior fours also went to the same club, the crew being: J. W. Massey, T. J. Lyons, J. W. Hamilton, and Geo. E. Davidson (stroke).

1897—Following immediately on the Queensland Rowing Association's Regatta was a regatta held at Riverview, near Ipswich, on November 10th. Mr. W. A. D. Bell was the prime mover in the working up of this event, the hon. secretary being Mr. G. M. Colledge. The regatta regarded from a business point was a failure, this being due to the fact that the deciding course was difficult of access for spectators. From a rowing point of view the racing was extremely interesting, especially the eight-oar contest.

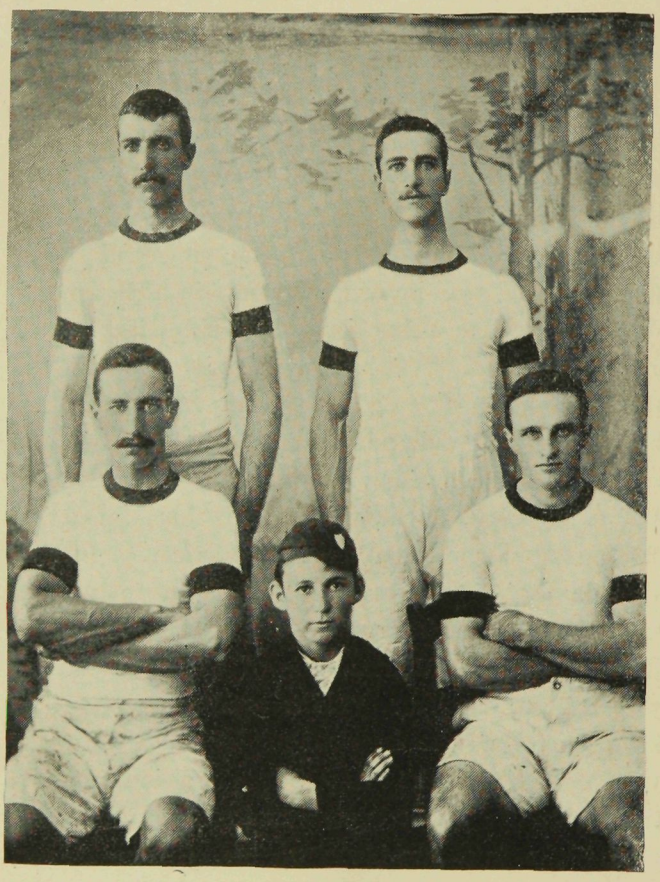
Four events were decided, viz.: Senior sculls, in which M. J. Slack, B.R.C., defeated Alick Dennis, C.R.C. The junior fours went to the Commercial Rowing Club's Crew, J. W. Massey, T. J. Lyons, J. W. Hamilton, and G. E. Davidson (stroke).

The senior fours, called the Geary Fours out of respect to the memory of the old "Star" crew champion, the late Major G. N. B. Geary, was a most interesting event. A crew from both the metropolitan clubs competed, that from the Brisbane Rowing Club being the same which rowed in the champion fours the previous Saturday, while the Commercials boated a crew comprised of maiden oarsmen, with one exception, the bow man. The latter crew led from the jump, and won comfortably by nearly two lengths. They were composed as follow: J. H. Williams, A. Burton, F. B. Whitman, O. Agar (stroke).

The "Webb" Eights (so called after the famous stroke of the old "Star" crew, the late Mr. Ernest H. Webb) also went to the Commercial crew after a fairly easy win from the Brisbane's crew, stroked by Mr. J. B. Arthur. The winners were seated as follows: F. W. De Little, F. H. Cameron, J. H. Williams, T. J. Lyons, J. W. Hamilton, A. Burton, F. B. Whitman, O. Agar (stroke). This was a very powerful combination, and comprised some old and well-known oarsmen in the persons of Messrs. De Little and Williams. The prize for the Webb Eights was a pair-oar tub called the "Ernest H. Webb," which is now in the Commercial Rowing Club's shed.

1899—March 25th. The next rowing event of interest on the Brisbane River was the challenge sculling race between Messrs. M. J. Slack and Alick Dennis. The former was very dissatisfied with his defeat in November, 1898, and he challenged Dennis to another contest. Dennis accepted, and a match was made for a £10 10s. trophy. Both men went into strict training, and Dennis imported from Chris. Neilsen, the well-known sculler and boat-builder of the Parramatta, one of the new class of stump outriggers so greatly in use on that river. Slack used his old George Ward boat, a perfect model and one of the best wager boats ever turned out. Both men came to the scratch in the very best condition, Dennis scaling 12st., Slack being 4lb. lighter. The course was from the mouth of Breakfast Creek to a point near the late residence of Mr. Justice Power, Kangaroo Point. Mr. Dan Mactaggart was starter and quickly got the competitors into position. At the word "go" both men caught the water simultaneously, Slack immediately going to the front, striking 38 strokes in the first full minute, and leading Dennis by two lengths before the Bulimba Ferry was reached. The time at the ferry was 2min. 40sec. Dennis, who had struck 38 strokes in the first minute, had now dropped to 34, while Slack, rowing in faultless style and with a magnificent length, gradually increased his lead. At the Bulimba wharf, passed in 4min. 50sec., he was four clear lengths ahead. Dennis had now settled down to a better swing, his previous rowing having been very short, and for a little

distance he held his own. Passing the Bulimba Brewery, one mile from the start, Slack was drawing ahead, this point being passed by the leader in the exceptionally fast time of 5min., with four lengths to the good. Dennis plugged on in solid style, and spurted here in the gamest possible manner, but the leader still maintained his faultless rowing and gradually drew further ahead. Slack was now rowing 32 to the minute; Dennis, maintaining his spurt at 34, came up a little, but on the run to the Sugar Works Slack again increased his lead, passing this point with a gap of six lengths, showing in 8min. 50sec., the two-mile point, slightly round Norris bend, being negotiated in 11min. This was very fast time. Dennis steered rather wildly here, but rowed in a most determined manner, although he was 10sec. behind his opponent. Slack now put on a great spurt, and Dennis made another tremendous effort to catch the leader, but Slack, on the run to Clark's shed, slightly increased his lead. A big crowd was running along the bank, cheering the scullers, and passing Clark's, Slack was fully eight lengths to the good, and 26secs. ahead of Dennis, the time being—Slack, 14min. 10secs.; Dennis, 14min. 36secs. The latter again made an effort to overhaul the leader, but it was of no avail, Slack passing the judge (Mr. W. A. D. Bell) 18secs. ahead. The course, $2\frac{3}{4}$ miles, was negotiated in the splendid time of 17min. 2secs. The crowd cheered lustily as Dennis paddled up and shook hands with the winner. The tide and weather conditions were all in favour of fast time, there being a young flood running, while the wind was also with the men.



A. H. G. Drury (No. 3) N. H. Drury (No. 2)
J. B. Arthur (Stroke) S. Mitchell (Cox.) R. McCowan (Bow)

1899—May 20th. For many reasons the Queensland Rowing Association's regatta for 1898 was not held, and the above date was the one which saw a complete reversal of form by the Brisbane Rowing Club. On this occasion they won every race on the programme, there being six events in all. Starting with the champion fours of the Brisbane River, which they easily won, with a tip-top crew in R. McCowan, N. H. Drury, A. H. G. Drury, J. B. Arthur (stroke), from a Commercial crew stroked by the veteran, Ernest Winter, they followed on by winning the maiden and junior fours with a really smart crew consisting of D. E. Joyce, E. Tully, S. Boland, E. P. T. Griffith (stroke), the latter win gaining for them the ownership of the second cup presented by the late Governor, Sir Henry Wylie Norman. Arthur Drury defeated Peter Burke for the maiden sculls, and "Champion" Slack defeated Alick Dennis for the champion sculls, and afterwards annexed the handicap sculls from Peter Burke, the latter having 17secs. start. The officials at this regatta were: Starter, Mr. D. Mactaggart; Umpire, Mr. R. H. Roe; Judge, Mr. E. Colclough; Time-keeper, Mr. Ernest Baynes.

1899—October. This month brought about a change in Queensland rowing, as a new agreement had been entered into between Brisbane, Maryborough and Rockhampton, whereby the champion events were to be contested in each city in turn. Rockhampton had the honor of bringing off the first regatta under the new agreement, and the results showed that in arranging these inter-city contests the Queensland Rowing Association acted wisely and in the best interests of the sport. Crews and scullers both from Brisbane and Maryborough competed, and the regatta was one of the most successful and interesting ever held in Queensland, the results being given in the Rockhampton part of this work.

1900—March 10th—Champion Eight-oared Race of Queensland. This race was contested in the Bulimba reach, between crews from the Commercial and Brisbane Rowing Clubs. Both had gone under a severe preparation, but the former crew showed the better form and won easily by two and a-half lengths. The distance was not quite two miles, the time being 9min. 58¼secs. The winners were seated as follows: F. H. Cameron (bow), R. Fitzgibbon (No. 2), H. B. Radford (No. 3), A. A. Petrie (No. 4) W. H. Bailey (No. 5), O. Agar (No. 6), A. Dennis (No. 7), A. Watson (stroke), F. Dickson (cox.) Rev. C. V. P. Day (coach).

LONG-DISTANCE ROWING.

QUEENSLAND, I think, has the record for long-distance rowing, some really remarkable performances having been done in this respect. Messrs. T. A. Bond and L. M. Bond, with Reg. P. Earle, pair-oared from Kangaroo Point to King Island. The time was not taken, as the journey was simply done as a pleasure trip. Another place visited by four crews on separate occasions was Ipswich, a distance computed at 48 miles by water. One of the crews was an "eight." But the palm for a really remarkable performance went to the Commercial Rowing Club champions of 1892-3-4. This crew was only a light one, and consisted of Ernest Winter (stroke), 11st. 4lb.; R. McDowall, 10st. 10lb.; J. H. Williams, 10st. 10lb.; and W. B. Carmichael, 10st. 8lb. They rowed up to Ipswich on January 15th, 1893, leaving the Commercial shed at 6.3 a.m. Indooroopilly Bridge was passed at 7.7, Goodna Asylum 8.59, the Junction at 9.30, and the boatshed, Ipswich, was reached at 10.55 a.m., the whole time occupied being 4 hours 52 minutes. The previous record was 6 hours 8 minutes. A light westerly head wind was encountered nearly the whole of the way.

THE

ART OF BOXING:

HINTS ON ITS ACQUIREMENT—HOW TO TRAIN—HISTORY OF AMATEUR BOXING IN QUEENSLAND.

BY

MR. HARRY C. PERRY,

Ex-CHAMPION FEATHER-WEIGHT.

With which is interwoven a detailed History of the Brisbane Gymnasium, the leading institution of its kind in the colony;

AND

A Special Illustrated Article on Physical Culture,

BY

MR. T. WILKINSON,

Instructor to the Brisbane Gymnasium

Together with a concise account of every Athletic Display and Boxing Tournament held under its auspices.

Brisbane Gymnasium.

Brisbane, October 5th, 1899.

Messrs. H. J. Diddams & Co.,
Publishers "Athletic Queensland,"
Brisbane.

Dear Sirs,

Re "Athletic Queensland."

On behalf of the Brisbane Gymnasium we have pleasure in tendering you its official patronage for your book. We have gone carefully through the manuscript, and have examined carefully the photographic reproductions, and must congratulate you on producing such an excellent work. We consider that the articles and instructions on Boxing and Physical Development will be of the greatest possible benefit to all athletes. If the other sections of "Athletic Queensland" give as much practical information and pleasant reading as this one we confidently predict an unqualified success for your work.

Yours sincerely,

THOS. WELSBY, *Vice-President.*
H. F. AXON, *Hon. Secretary.*

BOXING

By Harry C. Perry.

ITS ACQUIREMENT AND ITS PRACTICE.



HARRY C. PERRY,
Champion Featherweight.

IN order to fittingly introduce to the reader the portion of "ATHLETIC QUEENSLAND" which relates to Boxing, it appears necessary that I should say something about the art itself, and in doing so I feel in somewhat the same position as a showman who, being called upon frequently to introduce the same performer, is at a loss for something fresh to say in his favour. This feeling is caused by the fact that time after time I have written fully and exhaustively in praise and defence of the sport I love, touching frequently on the lines of others who have written with similar objects, and anon striking out with fresh arguments wherever such occurred to me. Therefore am I now at a loss to bestow fresh praise upon my idol, though it is still in as much need of it as ever. Truly, Boxing is a much maligned sport, villified by those who know it least, notwithstanding all that its encouragement has done for our race. Wellington is credited with having said that the battles of England were won upon the cricket field; but how much more truly to my mind would he have spoken had he said they were won in the boxing school. Without any disparagement to cricket, I fail to see how the game can in any way compare with a smart bout with the gloves as a cultivator of martial instincts. Face to face with an opponent on even terms, bound by all the tenets of the art and of British manliness to take no mean advantage, and at the same time compelled, by the opposing force and vigour of the combat, to exert every faculty of mind and body to avert defeat and turn it into victory, here, I say, is the training ground, not alone for soldiers, but for our general manhood. Here was evolved the grim determination which has

enabled our fathers to go forth in conquering warlike legions, and as pioneers battling with nature in distant wilds, laying the foundations of new and prosperous kingdoms, even such as this fair land of Queensland, and carrying everywhere the banner of civilisation and freedom, until all the fair places of the earth are peopled by our kindred. The quality of good judgement, too, is nowhere so necessary as in a boxing bout, and here the youth learns how to husband his resources—he becomes vigilant and observant in watching the development of his opponent's tactics, and guarding against or counteracting them, and the necessity for prompt thought and action becomes as a second nature to him. Gentle mercy, too, takes form in the heart, as after a hard fought bout the science or the strength of one or the other contestant gives out; we see the victorious one take him by the hand with a magnanimous "That will do, old boy." There is a sob in the heart of the defeated one perhaps, but there is no recrimination from his comrade so long as he has exhibited the attribute of manly courage. Rather is there sympathy and a hearty encouragement to persevere in the hope of doing better on some other occasion. The victor does not make boast of his laurels; he must perforce wear them modestly, for if he did not who is to know how soon they might be snatched from him in those lists which are free to all, and then the boaster would be mocked to scorn. So vanquished and victor alike learn a healthy lesson, and the qualities most calculated to make them successful and respected in after life are cultivated. These are some of the mental advantages to be derived from the cultivation of boxing, and I have not included in the list, for fear of breaking into old ground, many other qualities, such for instance as self confidence and vim which are engendered, and which are so useful in the struggle for existence. Life is a perpetual battle against opposing forces, and those who are best garnitured for it will secure the greatest amount of spoil.

For the development of the physique there are few exercises which can in any way compare with boxing. The physical ideal which the boxer seeks to attain, and to which all his subsidiary exercises are directed, is the long muscle, strong and tough, capable not of bearing an immense immediate strain, but of endless rescusitation and lasting power, never failing so long as the heart beneath it calls for further effort. Neither is one set of muscles developed to the detriment of another. From the sole of his feet to the crown of his head the boxer will assist to bring to muscular perfection the form with which Nature has endowed him. The lower limbs will require to be strengthened to their utmost to enable them to carry the body through a long encounter, for tottering limbs are but sorry assistants to the arms, no matter how strong the latter may be. And it must be remembered, too, that boxing differs from many athletic sports in this respect: the boxer must remain fully nerved and strong right up to the last gong sound



A. E. J. AUSTIN,
Amateur Middle-weight Champion,
1894—1898.

J. ROSS,
Amateur Middle-weight.

SHAPING FOR A BOUT.

in a limited round point contest, always aggressive, and always driving back his opponent, or his very inertness will cause victory to fly to the opposite corner. With other athletes it is not always so; the runner perhaps, or the cyclist, will struggle on to a victorious goal, even after all sense but that of motion has left him. From the legs to the loins, and from the loins to the driving muscles of the back and arms, thence to those of the chest and neck, the boxer must direct his attention, and each in turn must be carefully strengthened and developed These are some of the physical advantages gained through an acquaintance with the manly art, and which will be dealt with more exhaustively in another portion of this work devoted to training for boxing.

In the warmth of my advocacy for the encouragement of boxing, I hope that I may not be misunderstood. In this as in other branches of sport my heart and sympathies are with the amateur, and I do not for one moment contend that professional pugilism should be encouraged. It is here that all that may be said against boxing comes in. I contend, however, this far in its defence that all that has been said against the professional boxer might be said with equal justice of the professional pedestrian, or the professional cyclist, or against any who prostitute sport by converting it from a means of recreation or physical development into a means of livelihood. This may be considered strange doctrine, coming from one who, like myself, earned a living for years as a professional, but that very circumstance enables me to speak from experience. It must be considered, too, that, like all mankind, I had my lesson to learn, and having learnt it I give its results for what they may be considered to be worth. As a youth, and the victim of a misdirected ambition, I took up the profession of pugilism, cupidity and a love for notoriety having been excited by early successes; and, once having stepped into the path, it was difficult to leave it, even after the taste for it had been dispelled by a too intimate acquaintance with all the inner workings of the game and the character of many of its hangers-on. In this I do not desire to villify any of of my old comrades in arms, for the majority of them are honest enough fellows, and some of them are the equals in many respects of any I have met in other walks. Others, however, are the opposite, following pugilism in conjunction with degrading occupations, and using their reputations to base ends. It was with the hangers-on of the game, however, and those of mediocre ability that I found most fault, and with the taint of professionalism which hung over all, giving rise to "pointing" and scheming and base methods until it has become possible for a man to stand up publicly and endeavour to justify defeat by declaring that his needs made it necessary that he should not try to win. To professionalism boxing owes all that has been said against it.

I will now furnish the reader with a few hints on the acquirement of the art. Before going further I would warn him, however, not to harbour any foolish idea that a brief perusal of these lines will convert him into a capable boxer. Perfec-



FRANK E. BAYNES,
Amateur Light-weight Champion,
1887.

L. H. NATHAN,
Amateur Middle-weight Champion,
1888.

THE ART OF BOXING.

The left hand lead for the face and right hand guard.

tion cannot be attained by reading a book, no matter how carefully it be studied. The main principles may be thus learned, and, starting in the right path, practice and careful observation will do much. I am a strong advocate, however, for personal instruction from some capable man before anything like perfection can be hoped to be attained, and even then, such are the intracacies of the art, there will always be something to be picked up by the observant athlete. In selecting a person from whom to take lessons, too much care cannot be taken, and it should be remembered that the fact of a man having won matches, perhaps against the best, does not constitute him a capable instructor. Many men are natural fighters, winning their battles from sheer pugnacity and determination, while they may be utterly ignorant of boxing as a science. This will not prevent them from taking your money, however, if you ask them to teach you, and they will probably do their best to earn it. A man cannot impart knowledge which he does not possess, and he will probably end by teaching principles which are altogether wrong, or else injuring the pupil by a careless or thoughtless use of his own strength. See your teacher in action first, converse with his pupils, con the results of his lessons, and see if any in the class are in a fair way to reach the ideal you have set for yourself. Having secured your teacher, the first thing he will instruct you in will be a correct and graceful carriage of the body. This is secured by standing with the feet some 12 inches apart, the left in advance of the right, and the latter pointed at an angle of about 45 degrees from the left foot, the toe of which should be pointed straight in front of the body, not pointing to the right, as is common with so many beginners and untaught boxers. The weight of the body will be maintained well on the ball of the foot, not on the toes or on the heels, and both feet should get a fair share of the weight to support. Now the body must be held erect, with head straight forward and held naturally, not elevated in the air, not squeezed into the chin to the detriment of clear breathing, and not drawn back in fear of a blow. The elbows should be held well into the sides, the left hand extended in front to the length of the forearm, and the right forearm resting across the body, the right glove covering the pit of the stomach. Do not crouch, and do not turn the body half round. Straight legs will enable you to make the most of your height, and, by facing straight at your opponent, you will have an equal use of both hands. In leading it will be found in all cases advisable to make use of the left hand first, even though at times it may be only in the way of a feint, for this serves to cover the vital point of the jaw. It meets and prevents an opponent from coming too close, while the right hand guards the wind, but is still in such a position that it can be instantly availed of should an opening occur. My pen jumps as I proceed, and the effects of the word pictures I try to draw are like the sound of the charge on the ears of the old war horse. I can see the athletic form of my ideal as he steps in to deliver his opening blow with his left hand; I see the left foot travelling with it, and



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Right hand heart blow, together with guard against the counter by temporarily pinioning the opponent's right hand.

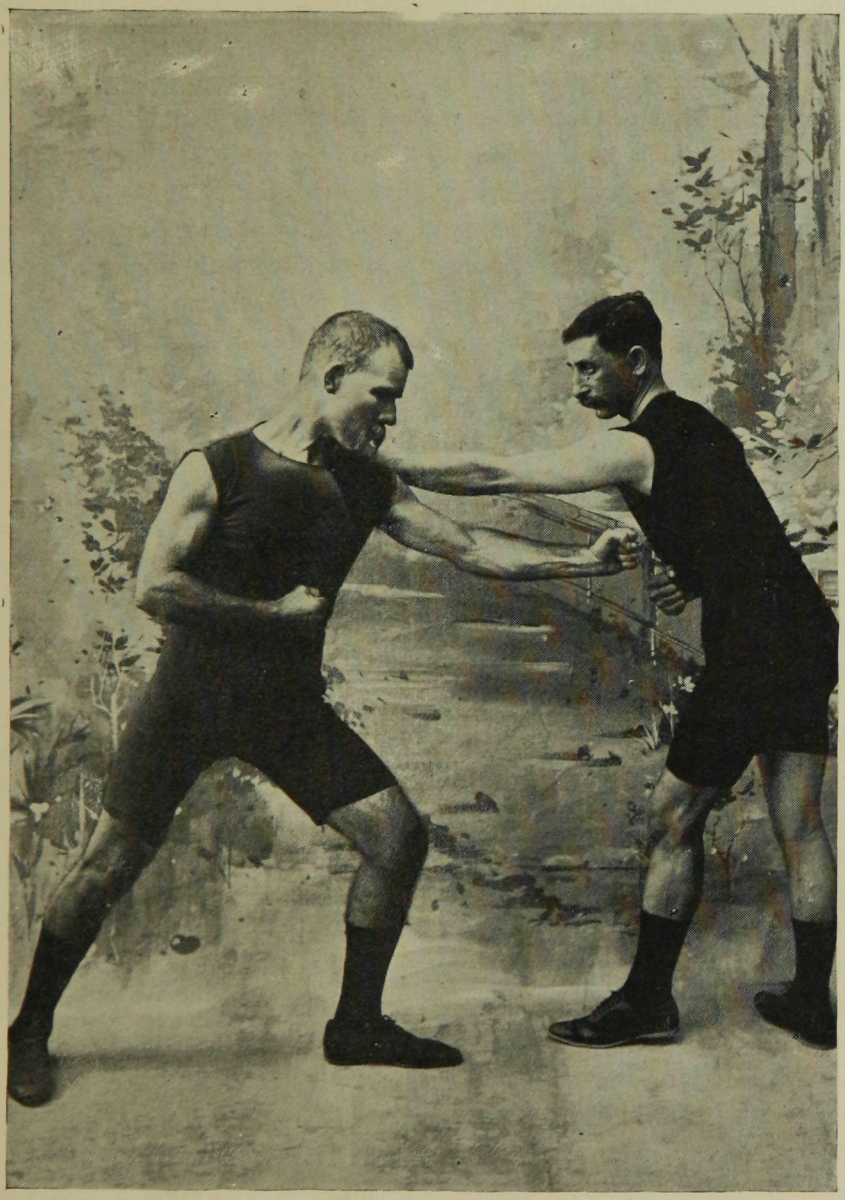
the ball of the right foot remaining on the ground, the equilibrium of the body being maintained. Does his opponent step out of range, then the former position is quickly regained by an easy motion, in which both feet are lifted lightly from the ground and land together out of distance. See him now, as the adversary advances. The eye is keen and alert for the coming onslaught. With hands well clenched, the knuckles square, and thumbs closed over the fingers, he stands. Should the attack take the form of a left-hand deal, then his own left counter shoots true and clean from the shoulder. Perhaps it may not be in time to nullify the effects of the lead. Then the right forearm is smartly brought up and receives the blow intended for the face. Does the lead come for the body, you will see how the clever exponent arches his back and draws in his stomach, at the same time springing lightly back. Should the blow land, its effects are lost, because the object it has struck is going in the same direction. If his left hand were advanced at the same time it would doubtless catch the foe on the proboscis. Then smartly he in turn advances, and before the opposing man can get out of distance he drives his right for the ribs. It is too late to break away, but your opponent, knowing his business, will draw his left arm quickly to his side and catch the blow upon it. If the blow travels for the head, a quick turn or uplifting of the shoulder saves injury. And so the spirited contest goes on, every muscle from the instep upwards is brought into play, the eye is quickened in its action, and precision in every movement is cultivated.

My little vision above depicted, assisted by the accompanying diagrams, will serve to illustrate some of the main points which the beginner will have to keep in view, and there I must leave him, for to follow him through a course of instruction lasting many months would fill the already overcrowded space at my disposal, and I must proceed to the next chapter.



HOW TO TRAIN FOR A BOXING CONTEST.

IT is assumed now that the aspirant has mastered the ethics of the business, and, having done so, it is safe to assume also that he is moderately sound and healthy. If this latter is not correct, then he should not allow a foolish ambition to tempt him to enter into competition. The young man with a weak heart, chest, or lungs is likely to do himself irreparable injury under the excitement and exertion of competition, added to the nerve tension induced by the presence of a large number of people. To such boxing is not debarred, but it



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Left lead for the body, avoided by arching the body and driving back the opponent's weight at the shoulder

should only be indulged in with a good-tempered comrade, or an instructor who is acquainted with the weakness. A judicious use of the exercise in this way will doubtless assist to overcome the complaint.

These hints being directed particularly at young amateurs, I would advise such in no case to attempt to compete in a class below their normal weight. It is a very grave mistake indeed, which has too often been made by young men.

The every-day weight of the man might perhaps be 10st. 7lb. A light-weight competition is announced, and he says to himself, "It will be easy to get that 7lb. off," and he sets to work, and by dint of working in heavy sweaters and depriving himself of almost all liquid refreshment, he manages it. But in doing so he takes away all the pleasure which should attach to training, deprives his body of all the necessary sap, and enters the ring with hard, cracked lips, and parched mouth, inviting, if not actually sustaining, defeat. It would have been much better for him, and his chances of success would have been much greater, had he entered in the middle-weight class. Here he would have had to meet men of larger frame, but he would have had a free hand to try and build himself up to their weight. With the increased muscular development which is sure to follow careful training, and the increased appetite which the work would induce, a growing youth should have no difficulty in increasing his weight by several pounds at least. Boxing under these conditions will do a youth much more good, and his chances of winning will be far greater, than if he had reduced his weight and entered a lighter class. I do not advise that he should be lazy in his work for the purpose of increasing his weight, but with the growing youth the results I picture in the way of increased weight and development will follow hard work. The aim of athletics is to improve and not to reduce the physique. The idea of taking off weight is intended to apply only to men who are full-grown and developed, and then only in cases where they have become obese. Then the effort is directed towards reducing them to what should be their natural healthy weight, but not below it. Training in such cases is, after all, only an effort to regain the lost elasticity and bouyancy of youth.

A great thing, too, in training for boxing is to consider well what other branches of athletics will work in harmony with it, and the practice of which will assist in attaining the necessary condition, and at the same time provide variety in the work. Gymnastic exercises should be indulged in only in moderation. When dumbbell or Indian club exercises are practised, only the very lightest material should be used. One-pound bells and 2lb. clubs are quite heavy enough for any man, as it should be remembered that speed in movement must be combined with strength, to make the latter effectual. The use of heavy instruments and the indulgence in laborious exercises will cultivate great strength, but the big bunchy muscles which are developed will cause slow movement. Sprint running and walking are capital assistants to the boxer, extending the lung power and developing



G. BAGLEY,
Amateur Feather-weight Champion, 1898.

J. DOWRIDGE, Junr.,
Amateur Bantam-weight Champion, 1898, and Feather-weight Ghampion, 1899.

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A left upper cut, effectively landed by stepping in and throwing the head slightly on one side from a straight left lead.

the legs. Skipping with a light, hard cord, too, should find a place in every athlete's curriculum. The best cord of any to use for the purpose is that commonly used in window sashes or a piece of light yacht line. The ends should be provided with wooden handles to prevent the fingers from skinning, or, when this is not convenient, an old pair of gloves should be worn. Ball punching is also an admirable exercise, which may safely be indulged in whenever opportunity offers. It has the effect of increasing the driving power in the arms and shoulders, cultivates precision in hitting, quickening the eyes, and when properly carried out improves the footwork in a marked degree. Amateurs must not be carried away with a desire to cultivate the ability to make a pretty display of ball punching. That is all very well in its way, and is really most entertaining to watch, but its practice should be made a separate item. In training or learning to box power has to be acquired, and this is sacrificed in the effort after showy display. The best way is to step well up to the ball, and hit it straight and hard from the shoulder with either hand the same as if boxing with an opponent. Feet and head should be given full play, stepping in and out, and dodging or ducking as the ball flies back and forth, getting the greatest possible amount of footwork out of the practice. Many men practise keeping the ball going with both hands, hitting it short half-arm blows alternately. These little tricks vary the work, but should not be indulged in too much. It is the clean, hard blow, with the weight of the body behind it, that does the damage. The table from which the ball is suspended should be well put together, and securely fastened at a height of about 7ft. from the floor. Several small bags of sand arranged on top will steady it, and the planks should be closely joined in order to prevent the edges cutting the ball. The bladder should always be distended to the full compass of the leather, and in striking at the ball it should be met before it assumes the perpendicular. By catching it as it descends the ball is driven directly back against the ceiling, and it does not jump about erratically as is the case when the beginner allows it to come too close to him. A little wrestling is permissible where the use of a mat can be obtained, and cycling or swimming in moderation makes a good variation. The distances covered at either exercise should be short, and the pace fast. Where suitable partners are obtainable, a little boxing should be indulged in. Sparring with a known better man is good if he is willing to impart some of his knowledge, but if he simply uses it to ill-treat the novice, then the result is discouragement, and probably disgust at the whole business. Sparring partners should be changed frequently, in order that the style may not become too familiar. The build of the opponents for this work need not be considered too much, as the difference will serve to awaken the mind to the several methods which should be adopted in boxing with men of various sizes and reach. If the man is shorter in the reach, then solid, straight-out counters and leads will be found effectual; but if he is



J. T. JOYCE,

Amateur Light-weight Champion,
1892 and 1894.

FRED. BELL,

Amateur Light-weight Champion,
1888

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A most deadly right counter obtained by stepping in to a left lead, allowing it to pass over the right shoulder and delivering the blow straight at the point of the jaw.

longer, then the advantage that Nature has given him must be seriously considered, and feinting, balking, dodging, and trickery brought into service to counteract this. When, some few years ago, the Australian contingent of professional boxers invaded America and the Old World, the people who had been accustomed to see champions of a short, nuggety build were surprised at the appearance of the Fitzsimmons, Hall, and Maber type. Our boys showed them, however, that the days of the thick-set heroes, who had earned honours under prize ring rules, were now over, and with their lathy build and length of reach, coupled with the science left amongst them, like a trail of glory, after the sojourn of Jim Mace in Australia, they could stand off the shorter class, and cut them to pieces. Instance the meeting of the two schools in the persons of Fitzsimmons and the American nonpareil, Jack Dempsey, and the sensational victory of the former. Poor old Jack ! that beating broke his heart, and he confessed afterwards that had he seen Fitz before the night of the match he would have cried it off. The Australian's cunning manager, however, kept his man in the background, and when he signed for him to box at the middle-weight limit the Dempsey people were satisfied. When Bob entered the ring, and they saw him for the first time, they were completely at a loss to realise that this man, with the measurements and height of a heavy-weight, could be so light. Bob completed their discomfiture by weighing in all right, and beating the idolised American champion, too, thus securing the first substantial victory of the series which have since stamped him as a phenomenon. But this is digressing, though it serves to illustrate the undoubted fact that, given two men of equal or nearly equal ability, the odds are all in favour of the taller man. The influence of an audience on a beginner is sometimes very strong, and in order to counteract this advantage should be taken of opportunities to appear at the concerts or reunions held by the club to which he is attached.

The importance of rubbing down is very much underrated by many. This process is one of the main factors in securing condition, when properly carried out. Having finished exercising, a brief dip under the shower bath should be taken whilst hot. Waiting for the body to cool is a mistaken idea, but the bath should not last more than a minute, or two at the outside. A brisk drying should follow until the body is perfectly cool and the skin smooth. Some time may be occupied in arriving at the desired end, the time varying according to the state of the atmosphere and the condition of the man. A person carrying much flesh will frequently continue to break out in a perspiration, and the drying process will then have to be continued until this has ceased. The body having been thoroughly dried, the subject should stretch out on a low bench so that his rubber may stand well over him during the operation. A thorough rubbing with a bath towel from the muscles of the neck to the soles of the feet and the tips of the fingers should follow, the body being turned first on one side and then on the other, as well as on the back and face, so that the side muscles of the legs and arms



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A neatly effected stop for a left lead, which is obtained by catching the advancing arm quickly at the elbow, and with the force of the blow driving the opponent's body round.

may be properly treated. Where the body breaks out in perspiration it should be carefully dried, not rubbed, as it is in this rubbing of the wet skin that chafing is caused. The dampness being removed, then the rubbing may be resumed. The hands of the rubber should then be dried thoroughly in Fuller's Earth, or some similar preparation, and the hand massage begins. The use of a powder on the hands prevents the skin from catching and causing soreness. This latter is most irritating, particularly when, as is frequently the case, the soft skin in the bend of the legs or arms is broken. The heel and palm of the hands should be used mainly in rubbing; slapping with the fingers can have no effect save to cause a sting and heighten the colour. The rubber cannot hope to do his work well unless he peels off his clothes and exerts all his energy. The great thing to avoid is a continual rubbing in one spot. The hands should be worked smartly first in one place, then in another, and so back and forth. The wrists and ankles should receive particular attention, and the feet and hands not be overlooked. This over, dry clothing may be assumed, and the operation is over. After a few days, when the skin has become accustomed to the friction, the hand-rubbing may be supplemented by a good finishing off with a pair of flesh gloves. If a new pair of gloves are used they should first be well boiled, in order to soften the hair. With these, as in the hand-rubbing, care should be taken not to dwell too long on the one spot, from fear of breaking the skin. During the first few days of exercise a stiffness of some of the joints and muscles may be experienced. The affected parts should receive particular attention in the matter of hand-rubbing, or massage, and an application of eucalyptus oil or some such embrocation is advisable until the soreness disappears. Where the subject is particularly thin-skinned, as is sometimes the case, an embrocation may be made with a small quantity of whisky and the juice of a dozen lemons. After the body has been dried from the bath, and before the actual rubbing down process commences, this mixture should be well applied all over the body. The result after two or three applications will be a general toughening of the skin. The action of the pores will be in no way interfered with, and hearty rubbing may be indulged in without fear.

Having briefly outlined the nature of the work and exercise which it is most advisable to follow in training for an amateur boxing contest or competition, let us consider the position of the intending competitor, what time he has to spare, and how he can best arrange the process to fit in with his daily occupation. We will suppose, then, that he is employed in an office, where his labours will commence at 9 a.m. and finish at 5 p.m. Here his duties will be, at least to some extent, of a sedentary nature, necessitating preliminary attention to the internal organs, but whether they be so or not it will be necessary for him before starting training to see that the liver and kidneys are performing their functions well and regularly. A gentle aperient, such as cascara, the genuine Turkey rhubarb root, or the familiar decoction of salts, lemon juice, and "cream of tartar," will assist in establishing the



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A right hand cross counter for the jaw.

regularity of the liver, and the too much neglected kidneys will be assisted into proper working order by a dose or two of another old standard medicine familiarly known to pharmacists as "Dutch drops." The two classes of medicine should not be taken at the one time, and the physicking may well be spread over a week, during which period no exercise beyond that accompanying ordinary duties should be taken. The preliminary having been gone through, the seeker after condition should rise at about 7 a.m., and after the usual ablutions five minutes' exercise with a pair of light dumbbells should be followed by a quiet stroll in the open air. A piece of dry toast eaten beforehand is advisable, or a couple of biscuits carried in the pocket, and munched during the walk. This prevents any unpleasant sensation of hunger which might be occasioned by the fresh air, and has a sustaining effect, while in no way interfering with the regular breakfast to follow. The walk will be better appreciated if a park or public garden is handy, through which it may be taken, and it should not be extended farther than will allow of getting back to breakfast by 7.30, without hurry or any great exertion. Breakfast will not take longer than half-an-hour, and a stretch for another fifteen minutes may be had on a sofa while glancing through the morning paper. Discarding the ordinary conveyances, a smart walk should then be taken to the office, or, if that is close handy, a detour might be made so as to bring the distance up to two or three miles. The conventional starched shirt may easily be carried in a handbag, and with a soft, comfortable sweater on, good time can be made over the distance, and a healthy glow and perspiration obtained by the time the office is reached. If the time and distance have been arranged as I have outlined, there will be leisure for a short retirement to the lavatory, where clothes may be peeled off, the perspiration removed by a sharp, brisk rubbing with a dry towel, and, the sweater being discarded for the starched shirt aforesaid, you are ready to take your place at your desk as the clock strikes 9. Here the mind should find sufficient occupation without dwelling too much on the approaching event, or fretting over chances, and if any mischance has occurred to throw you out of the regime laid down, in any little particular, it should not be made the subject of alarm. Providence has given us bodies and constitutions which will not break down by a slight irregularity, provided always that it is not persisted in, and the correct habit is at once resumed. By this I mean to say that if your walk has not been quite as far as you would have liked, if you have overslept a trifle, or if you are worried and put out over some little trouble outside of the training work altogether, do not fret and feel discouraged. At the same time, make sure that you do the proper work next day, and do not oversleep. If you have some outside trouble or worry, do not let it oppress you, and consider that you are not only in training for a boxing competition, but for the great battle of life, in which you may often receive a hard punch or two from Fortune and have the worst of some of the rounds. Courage, and a little calm consideration, however, will pull you through, and if at the end of the last

round you have not quite succeeded in snatching the champion's laurels from the hand of Fate, you will at least sustain honourable defeat. Lunch, like other meals, should be heartily discussed, without gorging, and its nature should be framed on the general habit. If a cup of tea is an accustomed thing, then there is no reason why it should not be continued, but do not take more than one.

The food and liquid nourishment must all be regulated in accordance with previous habit, eating and drinking what is most relished, with such restrictions as common sense suggest, such as avoiding pastry and other bile-producing confections, and drinking only as much liquid as is necessary. Salt meats, being conducive to thirst, are therefore tabooed. Opportunity should be taken to rest after each meal. When the duties of office cease at 5 o'clock the way should be taken to the gymnasium. Allowing this to be a reasonable distance from the office, it may doubtless be reached in fifteen minutes. Here half-an-hour's fast work, of the nature previously described, should be indulged in, followed by the bath and rub down, and home should be reached in time for dinner at 6.30. This over, the evening may be spent in any leisurely occupation, and bed should be sought not later than 10 o'clock. At times inclination or convenience may invite a change in the programme, and then you may repair home immediately after leaving the office, and dinner having been taken at, say, 5.30, followed by a rest, the exercise at the gymnasium may follow. The gymnasium work, too, should not be indulged in without variation, and half-an-hour on the river or on any convenient track or secluded spot, where short, sharp sprints may be enjoyed, should be occasionally substituted. If there are any baths handy, the sprinting on land may be followed by a short burst through the water, followed always by the invigorating rub down. In this latter, of course, where a convenient bench to lie on is not obtainable, the old method of rubbing in a standing position must be followed, but the work will be better done in a reclining position with the muscles of the limbs relaxed. Reverting to the matter of diet, this will require particular attention during the last week of the training, when excess of all kinds must be avoided, particularly in the matter of liquids, and in any food which is likely to cause congestion, such as potatoes.

Smoking is absolutely prohibited during training, and the health will benefit if it is discontinued altogether. In the case of grown men who are heavy smokers, it may be considered advisable to wean them from it gradually, and allow them a trifling indulgence once a day for a little while, as when old habits are suddenly discontinued it induces a longing, fretful feeling which is injurious. The same applies to the man who has been accustomed to take a glass of ale, and who will be all the better if allowed to have one glass with his dinner, in lieu of other liquid.

As these hints, however, are particularly directed to young men and growing youths who are unlikely to have acquired any of the every-day vices mentioned, I

would say, refrain from them altogether in training, and a little sensible consideration afterwards will prevent them from ever being acquired.

A careful attention to the rules laid down should result in any healthy young man, situated as described, attaining sufficient condition to carry him through an amateur competition with excellent chances of success, and certainly without fear of strain or injury. The regulations have been outlined to fit in with the conditions controlling the lives of young men engaged in office and clerical work, because there is no doubt that this is the class who are most in need of some system which, apart from the assistance it may be to them in securing laurels in competition, will assist them in securing that amount of physical development and perfection that forms the necessary foundation and basis of mental strength and activity. In the case of the young man whose work lies at the forge or bench another view has to be taken. His daily occupation will have induced strength and muscular development, and the muscles which have swung a hammer, pushed a plane, or wielded a shovel will be found of great assistance to the boxer. They will require a deal of training, however, before they can be brought to work well and advantageously, and only constant practice will overcome the unwieldiness which in the majority of cases distinguishes your heavy-muscled man. Speed and precision will ever be the main factor to success in Queensberry boxing, as instance the recent victory of Middleweight "Kid" M'Coy over the much heavier, but unwieldy, Gus Ruhlin. It was the racehorse versus the draught horse, and, though Ruhlin could doubtless have beaten the life out of his opponent had he the opportunity, the swift blows and movements of M'Coy defeated his object. So the object of the toiler is not so much to acquire force as to train that which he possesses, and look to the acquirement and perfection of subsidiary muscles. Plenty of good leg work, running and walking, is as a rule most to be recommended, because these lower limbs are not so much brought into play in the every-day vocation. Sprinting, of course, is meant, as that improves the wind and speed of movement. Long distressing journeys bring on that slow, heavy movement which is so particularly condemned. The leisure hours of the manual labourer are of course differently arranged to those of the clerical worker, and therefore his training must be arranged accordingly. His work will start earlier in the morning, leaving him no time for exercise at that part of the day, but the evening programme can be carried out and even supplemented. It may be said that having worked hard all day he will be fatigued and unable to do the exercise that a man can do who has been physically idle, but it must be remembered that this work is a regular routine, to which his body is accustomed, and if he has not done more than is usual he will feel no more tired than the clerk, perhaps not as much. Where possible it is always advisable to devote the last week before the proposed contest solely to the work of preparation; but if this cannot be done, then a holiday should at least be taken on the actual day of its happening. On this day the usual

morning stroll before breakfast should be taken, followed by a quarter of an hour's gentle exercise before lunch, and then the bath and rub down. Speaking of this, the bath should not be indulged in more than once a day at any time, as its further use is weakening. Salt water is far preferable to fresh when it can be obtained. Where a heavy sweat follows indulgence in exercise, and the bath is not advisable, a brisk rub off with a damp sponge will have a reviving influence. The afternoon before the battle should be spent in rest, and a sleep taken even; if it can be induced. This latter is not such a difficult job if you are tucked up in bed with a book for a companion, or if the day is warm a nap might be enjoyed on a lounge if out of all draught. Before entering the ring a good rub down should be obtained, and any little weakness or stiffness attended to. A little whisky rubbed all over the body has a good effect, but the use of spirits in the corner as a reviver is not advocated. Its influence is but temporary, like a flash in the pan, and when it dies it leaves the contestant worse than before taking it. A mouthful of champagne has a more lasting influence, but this is not always an obtainable luxury, and the expense is not altogether warranted or necessary in a short bout for a small trophy. Where the week's holiday can be had, then it will be best spent in some quiet place out of town. In the summer the seaside is advisable, but this would prove too bleak and conducive to colds in the winter, when a quiet inland spot would be more advisable. A private boarding house or the residence of a friend is the best place to put up at. The life at a hotel is too conducive to excitement, and the life and movement being kept up to at least 11 or 12 o'clock, and perhaps later, prevents a man from getting that amount of sleep which is essential to condition or health. During the first four or five days of the week plenty of good outdoor work should be indulged in during the forenoon, and the gymnastic and other exercises in the afternoon. This, with a short and gentle stroll before retiring, should suffice. During the last two days semi-idleness may be indulged in. Attention to these directions cannot but result in an immense amount of physical improvement, but it must be borne in mind, however, as before said, the conditions of all kinds have carefully to be considered. If the work outlined is found to be too much, and causes excessive fatigue, then it should be lessened for a time, and afterwards the amount gradually increased, until it is brought back to the required standard. In your boxing exercise do not go the full length of the bout for which you are entered, at most not more than once or twice, and not at all during the last week of preparation. Men's constitutions and physiques are various, and therefore no hard and fast rules of life can be laid down, but the above have been drawn up with a view to making them as general as it is possible in the light of a lengthened and varied experience to make them. Just one word in conclusion: Do not be lazy in training, but at the same time, in the language of the racecourse, "Do not leave the race on the track."

ANECDOTES OF THE EARLY DAYS—

DR. DORSEY—VISIT OF LARRY FOLEY—ARRIVAL OF THE BLACK DIAMOND—JACK BURKE IN BRISBANE.

TO obtain the necessary information upon which to build a structure which might be faithfully described as a full, as well as a true, history of amateur boxing in Queensland, has proved a task of considerable magnitude, the difficulty lying in the fact that contests have not in all cases by any means been brought off in duly organised clubs where records would be available. Sporting journalism was not always a feature either, and the daily Press has in the past been apt to do the noble art but scant justice, so that their files avail but little. Fortunately for me, however, there are in our midst (most of them still in their prime) men who have not disdained to show their skill, muscle, and courage within the ropes, and to these I am largely indebted for the groundwork of my history. Through these gentlemen, personal recollections, Press cuttings, etc., have been made available to me, and with the assistance of the books and records of the Brisbane Gymnasium, have made it possible to compile anuals extending over a considerable period, and dating back as far as any of our old athletes can remember. It may be claimed that amateur contests probably took place in earlier years, but if such was the case I doubt if their importance was sufficient to warrant their being recorded here, and a history of the differences of the pioneers and early settlers would hardly come within the purpose of this book, even though their settlement on the basis of "a battle for satisfaction," doubtless brought the old time combatants well under the standard of amateurism.

Getting back to the late sixties and early seventies one of the most notable amateurs I can obtain records of was Dr. Dorsey, of Ipswich, a heavy-weight, of fine physique, and one of those men who are a distinct credit to the land outside of what are actually their own performances, for their athletic lives enable them to transmit to their descendants such physical qualities as help to make a nation great. The Bell brothers, well known in Brisbane, are grandsons on the mother's side of this fine old man, and the burly form of Mr. C. B. P. Bell speaks volumes in support of what I say. Their father, the late Sir Joshua Peter Bell, M.L.A., was a good old sport, who bred some famous racehorses in his day, and occupied the presidential chair of the Legislative Council for some time. Another prominent figure of those old days was Mr. Turner, of Grantham, said to have been a very rough customer by the way, in the kind of fistic warfare then common. Boxing had not then been placed on its present scientific footing, strength and courage, counting more than any amount of neatness or display, and the unadorned bunch of fives being availed of much oftener than the padded hand. Mr. Mott is another man whose ability earned him the respect of his fellows in

those days, and notwithstanding his 90 years he is still amongst us. Age has caused a change of his opinions regarding athletic sports, however, Somewhere in the early seventies the youth of Brisbane began to have the advantage of some crude teaching, a professional, known as Shaw, of Lutwyche, and another as "Soldier" Knight, taking up the business. Their success appears to have been small however, at least in so far as turning out amateur champions was concerned, and if amateur tournaments were ever carried out under their aegis there appears to be no records of them. The next authentic and important feature in the boxing of Queensland was the arrival in Brisbane of Larry Foley, Champion of Australia. The champion was then occupying a prominent position in the minds of all sportsmen by virtue of his ability, and he attracted much attention during a tour which extended over a considerable portion of Queensland. Foley gave lessons and exhibitions, and it was during this trip that he unearthed F.P. Slavin, who subsequently visited Sydney, and under Foley's tuition blossomed into a champion himself. The trip was also memorable for Larry, who met in Brisbane the lady who subsequently became his wife, a Miss Hayes by name, and an esteemed townswoman, whose purse was always at the disposal of the poor. Foley left his impression to some extent on amateur boxing in Queensland, as a result of the lessons which our young men received from him. This good work was next taken up and perpetuated by Jack Dowridge, the "Black Diamond," who arrived in the colony in 1875, from England, and started teaching in premises which are still in existence in Edward Street, near Adelaide Street, and are now occupied as a saddler's shop. Jack was a worthy teacher, and one calculated to do a lot of good for the young men desirous of acquiring the manly art, for he had himself learned it from the world famed Nat Langham, the only man who could ever lay claim to having defeated the mighty Tom Sayers. Jack was a favourite of Langham, and tells many interesting tales of old boxing days in England, which are, however, outside the scope of this work. What is now Bowen Park used often to be chosen in those days as a deciding ground for impromptu battles, and for prize fights under the old rules. Dowridge claims the stars of these engagements as his pupils. He thinks Mr. "Did" Harris was one of the best heavyweight amateurs that ever passed through his hands, and mentions Mr. G. Cowlishaw as another clever boxer before architecture, newspapers, and other business claimed his whole attention. Ambrose Taylor, a boxer who afterwards became known to boxing fame as "the Game Chicken," and who won an amateur middleweight competition promoted by Dowridge some years later, was also a pupil of whom Dowridge was proud. "The Game Chicken" afterwards taught a class at the Gym., but securing a Government situation he had to give up the business. During these early years Brisbane was honoured by the presence of a rev. gentleman, Manly Power by name, who took a great interest in boxing, and was himself quite capable of thumping religion into the average man who could not be

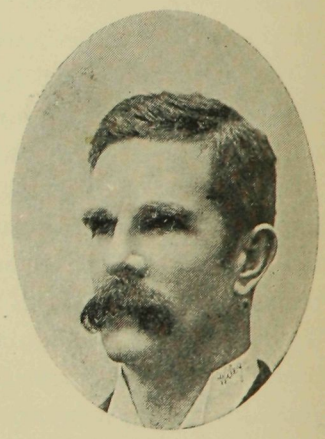
persuaded to absorb it otherwise. These anecdotes of the early days of boxing, too, could not be held to be complete without a passing reference to the visit of Jack Burke, the Irish Lad, to Queensland, during which visit he undertook to beat two of our leading amateur heavyweights in four rounds apiece, but failed in what proved a far too difficult task.



SOME OLD TIME METHODS—

MADAME MELBA'S HUSBAND—
STARLIGHT AND BILLY SMITH.

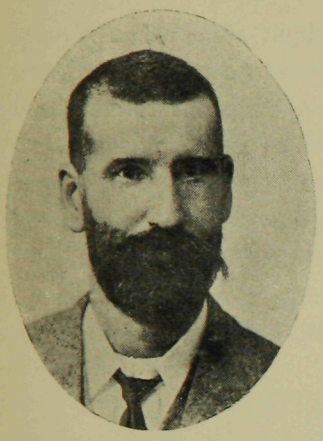
MR. F. A. BARKER and Mr. J. Hamilton, M.L.A., were in these days athletic-mineded young men who could use their fists with more than ordinary effect, and one noteworthy anecdote regarding the latter gentleman will be found further on. We who are used to present day contests, with their three minute rounds and one minute spell, would doubtless have been surprised to have witnessed some of the "goes" in these early days, and there was no preliminary advertising. A couple of young bloods would express their ideas, an appointment would be made for that afternoon, and the first round (either man being knocked down did not stop it) generally lasted about 10 minutes or over. So many of these impromptu bouts used to take place that in the street black eyes, coloured cheeks, and swollen noses were taken about as much notice of as buttonholes are now, according to what I can learn. Comparing the then class with the British, an enthusiastic old-timer says—"I think weight for weight we had a great advantage. In my youth I remember Fred. Shaw—who, giving away weight to Mr. H. Brinsmead, then about the best amateur middle-weight in England, got the best of a 'go' at the old gymnasium—and Mr. Ernest Winter, then Dowridge's pet pupil, twice got



MR. J. HAMILTON, M.L.A.,

A good sport, a "dandy" fighter, and the World's record revolver shot.

got the best of 'Kangaroo' Armstrong, Madame Melba's husband, who afterwards came to the front in middle-weight classes in England, and is also credited with having had the best of a 'go' with Burke, the Irish lad."



MR. E. WINTER,

One of Queensland's best all-round athletes.

The professional, "Starlight," did good work getting on towards the 80's as a practice horse for Mr. "Did" Harris, our then best heavy-weight, and Mr. Ernest Winter. Professional "Billy" Smith, the game middle-weight, was also in Brisbane at this time, and all the old boys have a soft spot in their hearts for him. Anyone who saw the "go" at Dowridge's between "Billy," who had come from the south on the quiet, and Starlight, the then middle-weight champion, will never forget it. Some of the young gentlemen raised a purse for it, and within four hours of the first sov. going in the men were in the ring. Starlight asked "Who is the Johnny?" and for reply got, "A stockman of a well-known squatter," his reply being "poor devil," but on the fourth round Starlight played poor devil, and was carried out of the ring. It was one of the hardest fights seen in Brisbane.



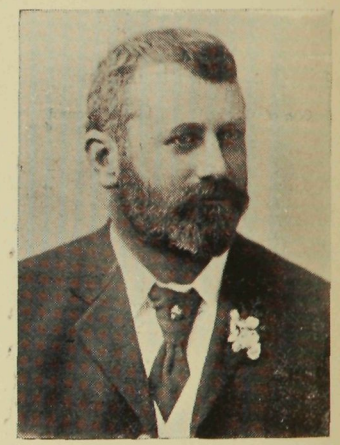
AN ENTHUSIASTIC SPORT—

ANECDOTES OF PROFESSIONALS—AN OPINION OF CHRIS. NORTH—MEMORIES OF HORSLEY'S CLASS.

FEELING sure that there must have been very many interesting happenings in the boxing world of past years of which there could not possibly be any record, I cast around for a likely person who might be able to assist me by raking over the ashes of his memory. To be of use to me in this respect a man would require to have been an enthusiast, and who so enthusiastic as Mr. T. Welsby, who worked so hard and so long in the interests of amateur athletics in Brisbane. Consequent on this thought I waited on Mr. Welsby, and found him the very man for my purpose. The memories of old days came readily to his mind, and the gentleman who could not find time to accept the honour of a recent invitation to represent his innumerable friends in the Brisbane City Council could not resist the

temptation to recall the doings of himself and the comrades of his youth. The following is the result of my interview, which I give in the first person, as it was related to me:—

"My first recollections of the art dates back to about 1876, when George Horsley (some years since deceased) taught a few amateurs in a room underneath premises in Edward Street, nearly opposite Finney's. A class was formed, and when it became bigger we adjourned to a larger place used as a dancing room, just a little on the hill side of the Temperance Hall. Horsley was a quick, light amateur, but not one with a record, nor did he turn out any "clever" pupils, the reasons probably being that in the first case the learners never showed great proficiency, nor did the class live for any length of time. There were in those days no public encounters that I know of, although it must have been a little before the year I speak about that Larry Foley was in Brisbane. Remember I am speaking from pure memory, and may be out a little in my dates. Then there was Dowridge, who kept a boarding house in an old well remembered place on the hill, the city side of Quinlan, Gray & Co.'s building, in fact I think the exact spot where the firm I have mentioned have their bond erected. Dowridge taught here for a while, until his removal into George Street, where he has remained ever since. Dowridge, or Jack, as he was called, was a pretty sparrer in those days, and could get home on most of his pupils with a tap, tap, a two or double blow, before they knew anything about it. The first encounters in public came in the eighties. The Brisbane Gymnasium was started in 1882, and great hopes were placed upon the building becoming a boxing room as well as a gymnastic one, but alas for all human hopes, nothing much was done save in the way of occasional spars between a few of the superior amateurs, and an occasional professional doing a bit of training in its rooms. About the best two rounds I ever saw in the building in Ann Street, almost opposite the Presbyterian Class Rooms, was between an amateur, well known in the piano trade, and a surveyor, many years departed from Queensland. The musical persuasion gentleman proved the name he bore, and satisfied the lookers on that he was best left alone.



MR. THOS. WELSBY.

First Secretary and one of the founders of the Brisbane Gymnasium.

"Talking of the Gymnasium, I well remember the wordy wars, ever friendly, we used to have at our committee meetings in regard to teaching boxing, and having a professional man to take charge of the classes. I was always on for it, for there was nothing I loved better in those days, nor even now, than to see a good mill

between either amateurs or professionals. Still time after time I was beaten and nothing was done until very recent years in respect to having either boxing taught or the allowance of contests in the Gymnasium Rooms. I know the committee were actuated by the best of motives and desired to see the Gymnasium progress, and one of the arguments used was that if boxing were allowed in our rooms it would, no doubt, lead to many parents withdrawing their children from our numbers. Strange that after all my holding out the benefits that would come to the building if boxing were allowed, it was only after my retirement from active work in 1892 that the committee took up the teaching of the noble art, and allowed contests, such as we have seen of late in the hall. Long may they allow them, for no one can deny the good they have done, and every contest held in the Gymnasium can be regarded as straight and properly conducted by the committee.

"Of the professional boxers of a few years ago, those still fresh in my memory are George Dawson, than whom no more gentlemanly boxer ever donned the gloves, George Powell, Lawson, Stanley, Devon, Starlight, Taylor, O'Hara, Smith, and Tasker. Of them all none ever became so prominent as Dawson, for any lover of the sport must know of the "Referee" belt of a few years ago, and of Dawson's doings in America. George came originally from a riverside works a few miles below Ipswich, and became connected with Powell, and others in Brisbane. I think, however, that Dawson spent most of his time with the two I have mentioned, although I should not omit the name of Dowridge, in whose rooms he did many a noble spar. I have no recollection of Dawson meeting in public, in fact he never did, either Powell or Lawson. Opinions varied as to what Dawson would have done with either of these, and an attempt was made for Powell to meet him soon after Dawson commenced his fame in Sydney. A good fellow indeed. I shall never forget meeting him in my own office some weeks after the fight between Mulholland and Powell, in a place known as the Australian Gardens, Brisbane, about 1887. Dawson went down heavily, and so did his brother, and went down over a contest that makes me date it as the first of the kind of a doubtful nature of the many I have seen.

"An event that caused some considerable interest in our local boxing world was the last contest between George Powell and the elder Tasker, the deciding ground being the Columbia Skating Rink. Both the men had previously 'engaged' at the Albert Hall, or Gaiety Theatre as it is now termed, with no decisive results, although the advantage in the contest went to Powell. The attendance at the Rink was enormous, as party feeling ran very high, and the feeling between not only the contestants, but also their supporters, was exceedingly keen, and in some cases bitter. The affair lasted eleven rounds, Powell badly beating Tasker towards the end of the tenth, but not having sufficient time left in that round to 'finish.' On the call of time for the eleventh round, Tasker came forward very feeble, whilst Powell was active and strong, so strong that almost the very first blow put Tasker to the

ground, from where he scrambled to his feet, only to go down again once more, there to stay more than the allotted ten seconds. An event occurred then that very few of the onlookers or those interested saw or heard of. The faces of those behind the beaten one had grown solemn-looking towards the eighth round, as it was evident from the manner in which their man was shaping that he could not win. As one can quite imagine, the excitement grew intense at the tenth round, where the punishing was so severe; and at this juncture the referee, time-keepers, and other officials had to keep cool and collected, as there was evidence of 'something happening.' However, the minute spell toned down the feelings of the spectators considerably, the short duration of the eleventh round not giving them time to rise into wilder excitement. When Tasker went down finally the time-keeper sitting beside the referee called out, amidst the shouts of those around the ring, the seconds as they passed, and on coming to the tenth raised his eyes to those of the referee,, but as that gentleman took no notice went on calling until, at the word 'Fourteen,' the referee called out, 'Powell wins.' Then came the usual pandemonium. Friends and others rushed the ring to bear Powell to his room. Tasker's sympathisers went to his assistance, but his trainer and backer rushed frantically at the referee, calling out that time was not up, and generally being altogether excited. There was an immediate gathering around the two, the referee having support from everybody; but, in any case, had the time been wrong, Tasker was beaten, for he lay in the ring, done as man could be, whilst Powell was in his corner awaiting instruction. Things were warm generally for a little time, with nothing done. About a quarter of an hour afterwards at the Australian Hotel, to which friendly hostelry the public had flocked, the aforesaid backer, seeing the referee in the bar, walked up with outstretched hand towards him, and asked pardon, such pardon being freely given, and friendship cemented again.

"I think one of the funniest spars I ever saw was in the Gaiety Theatre, when Starlight, now of some fame, met and defeated Moonlight. Those of us who saw the contest little dreamt that Starlight would ever become the man he did. I do not think many persons know the exact and real facts concerning these two boxers. If Starlight will forgive me, I will briefly state how he became famous and from what small ladder he climbed into pugilistic fame. Both the gentlemen named worked at boarding houses in the vicinity of the Queensland Club, and had apparently taken a liking to the noble art. This was in the days of Devon, Stanley, and others. On one occasion some of the friends of Starlight (who was on exceedingly friendly terms with his coloured brother) spoke to him and said that it was a shame the manner in which Moonlight was talking of him, Moonlight having been heard to say that he could use the gloves, and could knock the head off Starlight, as he (Starlight) was no fighter, and didn't know the right glove from the left. Naturally this incensed Starlight, but he was nothing like so incensed and wild as poor Moonlight, as some of us got the ear of this gentlemen, and said that Star-

light was going about the town talking big, and that, as there was no professional his colour in town, he would like to knock the stuffing out of Moonlight, and both *would* and *could* do it. You can depend upon it we made matters as warm as we could, for we saw good fun and amusement ahead.

"The next thing that happened was—and very naturally, too—a falling off in the friendship of the two, and our plans were laid to get them together. Eventually they agreed to meet in the Gaiety Theatre prior to one of the big fights of the day, and of all the fun one could knock out of boxing contests this set-to I think provided the best Brisbane has ever seen. There were seconds, time-keeper, towel and bottle-holders, and all. Don't think you will get a very graphic description of the fight from me, but one thing I do remember was the loud, uproarious laughter and the wiping of tears from eyes that never ran tears so freely before. Moonlight, on making a terrific blow at his opponent, swung clean round, and on coming into position and seeing that Starlight stood his ground with contempt displayed upon his face because Moonlight had not got home, he let out with his right foot, bringing forth the remark, heard all over the hall, from Starlight that he didn't want to fight a man with both ends of his body.

"*Veni, vidi, vici.* Starlight came to Brisbane, he saw an opponent he considered his match; he conquered in the battle, and from that day went on to further victory and fame. Long may he and our George Dawson keep on top and never grow old, for it is that confounded thing, 'growing old,' that knocks us all out of time and brings many a drubbing. Besides, see what a name a man loses when he keeps going with Time, and thinks that because he can always knock out a living opponent he can keep level with the old man with the scythe and glass. I never had fame, but I am getting old. *Hinc illae lacrimae.*

"How the noble art has fallen off everywhere from what it was years ago. That it will come again I feel certain. We only want good men at the head of affairs, men who know the game, and men who, if they do not know it, practically give it their sympathy and support and have their hearts in it.

"Now that I have the opportunity—an opportunity long looked for—I would ask you to place the following before your readers, and let them judge of its truth. It was written sixty years ago, when times were different to what they are now (and as times will be different sixty years hence). The words have always and ever pleased me:—'The English have for ages chosen to decide their personal quarrels by an appeal to the fist. It is the custom of the country—a national characteristic—and I hope that a pastime so truly popular will never be discountenanced by them who love the people, and see in all their manly amusements an expression of the inborn energies of the sons of Liberty. It is to be admitted, then, on all hands that the English are the most courageous people in all the world, and that they have chosen, of their own accord, to settle such disputes as cannot otherwise be settled

by the fist. He, therefore, who calls that custom a cowardly custom should be kicked out of this island as a calumniator of the character of the inhabitants.

"'FAIR PLAY is a synonym for HONOUR and HUMANITY. Often in hot, seldom in bad, blood, the challenge is given and accepted—the booths stand tenantless, and the wake forms a ring on the village green, a circle perfect as sun or moon, with a pleasant halo symptomatic of a squall, soon to be succeeded by a calm. The men strip and meet at the scratch—toe to toe, face to face, eye to eye—and as they *shake hands* anger subsides into resolution, and hatred expires in the generous glow that warms the heart and illumines his countenance as he inwardly says, "Now it will be seen which is the better man." They set to, and after a merry battle of half-an-hour, a hit on the jugular, or a cross buttock gives the victory. In five minutes the man who lost the fight feels himself not a whit the worse—the conqueror treats him and his second to a gallon of cider—and during the evening you see them both figuring in the same dance with faces that would shame the rainbow.'

"So wrote Christopher North in his delightful 'Noctes Ambrosiane.' He writes of the London prize ring rules no doubt; but is there not truth still in what he says?"



FORMATION OF THE GYMNASIUM CLUB—

A CHURCH FOR A GYMNASIUM—FIRST PUBLIC DISPLAY—A BOXING MATCH, JOURNALISM v. LAW—A "HANSARD" ATHLETE.

IN the early eighties a growing desire became manifest in the minds of the young men of Brisbane that they might have some properly organised athletic resort, where their time could be profitably employed in the cultivation of their physical talents and the acquirement of those arts which are necessary to such an end. Members of rowing, cricket, and football clubs talked the matter over in their meetings, but for a couple of years nothing definite was done. The talk had its good effect, however, for it drew the attention of some prominent and influential citizens to the movement, and they, recognising its importance, threw themselves into the work of its promotion. At a meeting of athletes held early in 1881, the Hon. Dr. K. I. O'Doherty spoke strongly in favour of the establishment of a town gymnasium, and, though the idea was not at once acted upon, that gentleman had the satisfaction of presiding at a meeting called just twelve months later for the purpose of establishing just such an institution as he had outlined. This

meeting took place on the 1st of February, 1882, in the studio of Mr. J. Deazley, and amongst those present were Colonel Blaxland, Major Moore, Dr. Rendle, J. Hamilton, M.L.A., Messrs. D. O'Connor, H. Pritchard, E. Baines, E. Sayce, J. Boyd, W. F. O'Carroll, J. Menzies, F. Baynes, S. Pethbridge, G. Markwell, S. Rowney, T. Welsby, J. A. Beal, and a number of others. The above list will be found to contain the names of many gentlemen who have since become prominent in professional and business circles. The first resolution was proposed by Colonel Blaxland, to the effect that a Gymnasium be formed for the city, to be called the Brisbane Gymnasium. The then Governor, Sir Arthur Palmer, was invited to become patron (which position was accepted), and Dr. O'Doherty and Colonel Blaxland were elected vice-presidents. Messrs. Thos. Welsby and C. S. Miles were appointed hon. secretary and treasurer respectively. The provisional committee appointed to frame rules and put the club on a workable footing were Drs. Rendle and Concannon, and Messrs. W. F. O'Carroll, Pring Roberts, J. J. Trundle, J. A. Hayes, J. Hamilton, E. MacDonnell, J. O. Bourne, H. Brett, J. Sankey, W. S. Paul, E. Baines, J. Deazley, T. O'Connor, and Major Moore. At the first meeting of the committee a week later, Messrs. J. Hamilton-Scott, F. D. G. Stanley, and W. Richmond were added to the list of committee men; the Australian Hotel was selected as the place of meeting, and 10s. per half-year was fixed as the members' fee. In order to awaken further interest in the movement, Colonel Blaxland was asked to prepare an address on the advantages of gymnastic exercises, and Mr. J. Hamilton was appointed to wait upon the Minister for Lands with a view to obtaining a grant as a site for a building. A fortnight after the first meeting was held over 100 members had been enrolled, and there was £150 promised towards the erection of a gymnasium. While rules, etc., were being prepared and the subscription lists filled, Mr. Hamilton, M.L.A., was hard at work looking up a favourable site for a building. A piece of land near the Grammar School, a corner of the Gardens near Alice street, and other spots, were considered, and it looked at one time as if the last named would be secured, the Minister for Lands having given it favourable consideration, and Mr. F. D. G. Stanley being instructed by the club to prepare plans for a building to cost £450. At a general meeting of the members, held on 25th of April, progress was reported, and a working committee appointed, consisting of the following:—Messrs. J. Hamilton, M.L.A., J. H. Scott, Pring Roberts, E. Sayce, W. S. Paul, and Major Moore. For a while after this there appears to have been a want of progress, and at subsequent meetings the working committee were called over the coals for the want of interest they displayed in not turning up to meetings, the hon. secretary expressing his opinion of their conduct by describing them in his minutes as "the working (?) committee." Mr. C. S. Miles accordingly rented, on the club's behalf, premises in Ann street previously occupied by the Queensland Woollen Manufactory. This evidently did not turn out satisfactory, for from February, 1883, when this action was taken, until

April there are no records. On the 12th of the latter month the first annual general meeting was held, and it was discovered that if the intervening period had been silent, they had been active, for the club had at last found a roof to shelter it. Premises secured were situate in Ann street, between Wharf and Creek streets, and £40 had been spent in fitting up a small plant of gymnastic apparatus, baths, etc. The enthusiast, Dr. O'Doherty, was in the chair at this meeting, pointing out the advantages which his professional experience had taught him resulted from athletics, and awakening interest by offering a two-guinea trophy to the one who distinguished himself most in the Gymnasium during the ensuing six months. The annual report set out that, although so many members had been enrolled, very few had paid up their subscriptions; hence the temporary collapse of the idea of building a Gymnasium. One cannot help looking back at this stage and admiring the determination of the few who had brought the idea on so far, and at the same time regretting that their efforts should have been retarded by the indifference of the young men it was intended to benefit. Amongst the names added to the committee for the new year were those of the Rev. C. G. Robinson and Mr. E. Winter, solicitor. The building where we find the Gymnasium housed at this date (13th April, 1883) had, to quote the words of the worthy chairman used at the time, been at one time used as the United Methodist Free Church, and having been consecrated for the benefit of souls, it was a meet place to devote to the scarcely less important work of benefiting the body.

The books of the club give ample evidence during the next few months of troublous times, and the heart of the enthusiast, Mr. Secretary Welsby, must have sunk deeply as he was called upon more than once to write upon his pages "No quorum" in the place where the entry of a meeting should have been. In August of the same year it was even talked of closing the institution, but the faint-hearted ones were not allowed to have their way, and a personal canvass, of the town by Mr. E. MacDonnell and the Rev. C. G. Robinson resulted in a sufficient sum being collected to enable a fresh lease of six months being taken of the old church building. This term expired in January, 1884, and on the 1st of that month we see a general meeting called, at which the names of some thirty prominent citizens were added to the members' list, prominent amongst whom we find those of the Hon. A. J. Thynne, M.L.C., W. Kellett, M.L.A., W. H. Ryder, R. H. Roe (Brisbane Grammar School), R. T. Scott, of the General Post Office (now Principal Under Secretary, Post and Telegraph Department), and others, many of them prominent in the Civil Service and leading banking and commercial institutions. This allowed of the annual report, presented the following month, taking a much brighter and more hopeful tone, and an instructor was even talked of. Mr. L. J. Moody was eventually selected for this position, and continued to fill it satisfactorily for some time. At the next annual meeting, in February, 1885, the necessity for more accommodation presented itself, and a

building committee was formed, consisting of Colonel Blaxland, W. Kellett, M.L.A., and that genuine old sport, Mr. James Campbell, who has through long years stood a firm friend to the Gymnasium. The worthy Colonel at this meeting donated a number of foils to the institution, a gift in keeping with his martial calling and character, and Mr. Campbell donated £5 towards a display for the purpose of raising a building fund.

This display after some little time materialised at the old Academy of Music on the night of 3rd March, 1885, and the members of the Gymnasium were assisted in their efforts by Professors H. Cansdell and D'Harcourt, of New South Wales. The visitors were of course the stars of this, the first public display given by an amateur athletic institution in Queensland, and I can well imagine what a power of help they received from gentlemanly and versatile Harry Cansdell, under whose careful tuition the writer has spent many a happy, health-giving hour at the old Sydney Amateur Gymnastic Club. Another feature of the show was a boxing bout, in which the principals were Messrs. "Did" Harris and E. Winter, Journalism v. Law. Report saith not whom had the better of that four rounds, only that it was neat, scientific, and thrilling, and anyone meeting either of the well-built and clean-limbed pair, as they still pursue their avocations amongst us, may well believe and recognise the justice of that description. The names of both will be elsewhere mentioned in this work as two of Queensland's best amateur heavyweights, and if they have not numerous trophies to exhibit as proof of their prowess it is because such were not on offer in their younger and freer days, and now, when such things are procurable, they have settled down into the ranks of staid and solid business men, whose time is so fully occupied with life's battles that they have not time to engage in the mimic warfare which delighted their more youthful days. Not that either of them are old now, though so many years have passed since the date under notice, and he would be a careless rough, and one quite ignorant of their reputation, who would pick a quarrel with one or the other. The old flame burns strong, too, in both their hearts, and the news of an anticipated, honestly contested bout would take them many a mile. This is diversion, however, and it would not be fair to pass over the display without giving the other members of the Gym. credit for the very excellent work which they put in upon bars, trapeze, and rings. Messrs. Hare and D'Harcourt also showed some ability with the gloves. The display resulted in a profit to the Club of just under £25 after all expenses, including payment of the professionals. With a credit balance in the Government Savings Bank of £70 the tide of prosperity was now fairly set in for the Club; the corner was turned, and with the best gentlemen in the land on its members' list, or at its back, it may be said from this out to have never looked back, though it still had innumerable difficulties to overcome. In May of this year the club presented its first address, the recipient being Mr. Joseph J. Trundle, and the occasion being that gentleman's marriage. As a bachelor he had

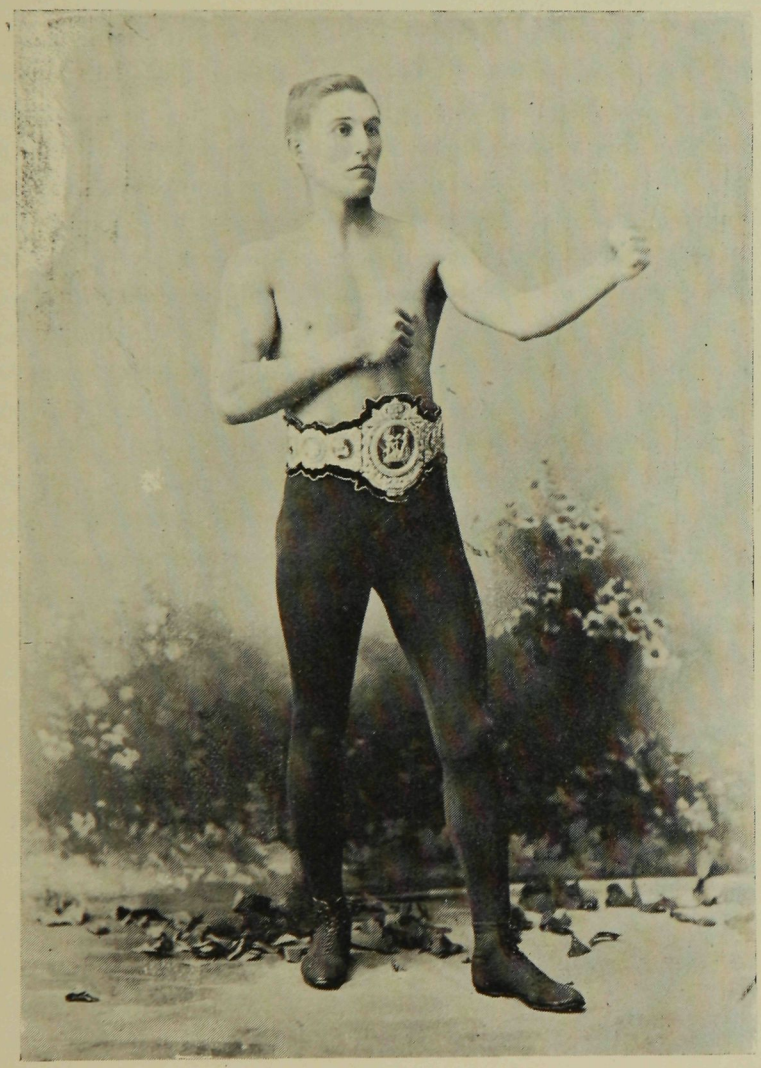
been ardent in his labours in the interests of the Club, and the joys of approaching matrimony were now increased by the felicitations of his grateful club mates. Hon. Secretary Welsby made the presentation, and his warm congratulations were ably seconded by Mr. W. F. O'Carroll, then an ardent student of the science of physical culture, but who of late years has been prevented by family cares and his duties as a "Hansard" reporter, from following up his old-time hobby. A complete set of Thackeray's Works accompanied the address.



AN EARLY VICTORY OF GEORGE DAWSON—

A RECOLLECTION OF HIS LATER DAYS.

IT was about the early eighties that George Dawson first began to attract public attention as a boxer, and he caused then almost as much sensation in the amateur ranks as he was subsequently destined to do amongst the profes sionals. My interest is particularly awakened in treating of the early days of Dawson, for in later years, and after fame had come to him, I was destined to have a close acquaintance with him. I was an eye witness of a number of his memorable contests at the old Sydney Amateur Gymnastic Club, including his 36 round victory over stubborn old Jim Burge, secured after the two had fought two draws of 50 rounds each, and his brilliant win from Billy (Shadow) Maber. George was the first to initiate me in the intricacies of the art in this same club, and I remember when I first stepped through the ropes of that classic ring and trod the boards upon which these contests took place, I felt as though I were upon hallowed ground. George was a good and patient instructor, showing those gleaming white and even teeth of his in a patient smile as dull- witted I would fail, perhaps, to grasp correctly the idea of some instruction. A light tap on the nose would then serve to quicken the perception, and the instruction would be repeated until the particular blow or step was properly executed. Those days are green spots in my memory, when the game was in its prime all over the world, and when Australian champions were doing much to advertise the quality of our race by the manner in which they every-where defeated the best that could be brought against them. The staff of the grand old Club in those days consisted of genial Mick Dooley, Dandy Jack Fuller, as sporting papers loved to call him, our own George, and the then incomparable Griffo, in addition to Harry Cansdell and Professor Schuck. How my memory scintillates as it flashes from one bright point to another. Dooley, with his dry humour; Fuller, with his quaint anecdotes; Dawson, with his quiet reserve and good manners; Griffo, with his mad eccentricities; Cansdell, in his naval brigade



CHAMPION GEORGE DAWSON.

A Queenslander whose skill carried him to the very forefront of the world's fistic artists, and whose gentlemanly bearing has earned him universal respect.

uniform, trilling martial lays in that fine baritone voice of his; and the French Professor, looking scornful as a fencing pupil would hurriedly drop the foil, in the use of which he was being made proficient, as a chance would present itself for a lesson from one or other of the boxing instructors. Then there were the contests, and how carefully I hoarded my pocket money to pay the levies made on those members who desired to see them. There was that deuce of battles between Griffo and Billy Murphy, and I saw the latter twice shorn of hard won honours which he had gathered in a triumphant tour of America. Then there was the famous encounter between Goddard and Choynski, the distinguished visitor having to own a master after having made a couple of our second-raters look foolish. These and others are now historical, together with the royal reception given to J. L. Sullivan on the occasion of his visit. The top-notchers of the game were then gentlemanly, well conducted fellows all, and they found their reward for this in the fine class of people who supported them. These are the memories which the name of Dawson always brings to me, but I must hark back to Brisbane and the early days of the same Gentleman George.

When he first attracted attention, George was employed at the Waterstown Brick and Coal Mining Coy., owned by the Moffat Bros., both keen supporters of the noble art. His first appearance in Brisbane was at Dowridge's old hall in Turbot Street, when he competed successfully against all comers in the amateur lightweight class, for a gold medal presented by Messrs. J. E. Harris and Ernest Winter.

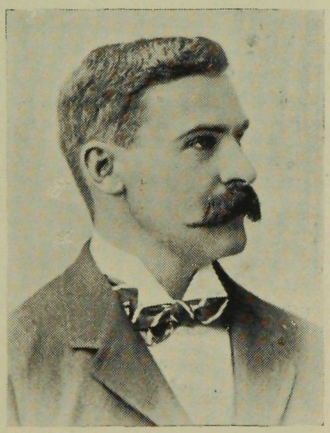
It was the donors of that medal who were to a great extent instrumental in bringing George into metropolitan notice, their attention having been attracted to him by his employers. They recognised the great promise given by the novice, but little dreamt that in him they saw a man who was destined to rank with the world's best, and one who, in many respects, afterwards proved himself without an equal. George won the competition, but he had to fight hard for it—one of the most difficult nuts he had to crack being Arthur Scott, who got into the final. Their first bout was declared a draw, after a memorable and tough encounter, but in the run off George secured the decision. Good boys those two, and a credit to Queensland.



A PAIR OF AMATEUR HEAVY-WEIGHT CRACKS—

SOME TALENTED ATHLETIC VISITORS—L. H. NATHAN WINS A COMPETITION—SOMETHING OF ARTHUR SCOTT —J. HAMILTON, M.L.A., PROVES HIS METTLE.

MR. J. E. ("Did") Harris and Mr. E. Winter in those days were rattling good amateur heavyweights, capable of holding their own in any company. Many a good half-dozen rounds have these two put up before an audience of a dozen excited partisans, a go that would put to shame many of the boomed professional contests of the present day. A frequent visitor to Queensland at this time was Mr. Norman Turnbull, the champion amateur all-round athlete of Australia. Mr. Turnbull's particular forte was weight-lifting, and besides his commercial samples Norman was never without his dumbbells and weights. As a wrestler and boxer, Mr. Turnbull was also well known to fame, and his herculean proportions might well strike terror to many aspiring amateurs. Some readers may remember the eight willing rounds contested at Dowridge's in 1886 between "Did" Harris and Norman Turnbull. It was scientific and hard from the word "Go," but the Queenslander had always a bit the best of matters. Another aspirant to local fame amongst the light-weights was Mr. Arthur Scott, a well-knit, hard-hitting young fellow, who was always willing to take anything and anybody on; indeed, it was long a moot point as to who was the better boxer, Dawson or Scott, and a more evenly matched pair it would be hard to find. Mr. Scott is now boxing instructor along with Mr. Georgh Searle at their Gymnasium in Sydney, and all his old Brisbane friends have kindly remembrances of him.



MR. J. E. ("DID") HARRIS,
A well-known sport, and crack amateur heavy-weight boxer.

The Australian Gardens (a site on which now stands the Queensland Deposit Bank) was the scene of many an exciting battle. F. P. Slavin, Powell, Mullholland, and many other professionals contested their matches here in the open air, and many hundreds of spectators flocked to this favourite venue. The first amateur tournament here was won, after several hard bouts, by Mr. L. H. Nathan, who received for the much-boomed championship prize a tarnished second-hand cruet stand, tastefully decorated with red, white, and blue ribbons. The proprietors must have netted a fair sum out of this tournament, some of the competitors training for several weeks to get well. Several noted amateur boxers have visited Brisbane from time to time, including Mr. Horace Brinsmead and Mr. S. H. Reid,

both winners of championships in the old world, and really good scientific boxers to boot. Apropos of Brinsmead a tale is told of an amusing encounter which took place between that gentleman and one of our local knights of the pencil, who is still domiciled in Brisbane. In a back room at Tattersall's old hotel in Adelaide street the battle was fought with the raw 'uns. The metallician had a very strong and willing "corner," and was much the heavier and bigger man. This, however, availed him but little, for, without giving a detailed description of the rounds, Brinsmead won with a lot to spare. Mr. S. H. Reid, who won a Queensberry middleweight championship in England, contested a well-fought battle with Mr. "Did" Harris at Dowridge's about 1884 or 1885, the late Mr. Willie O'Doherty arranging this match. The latter was a great supporter of "Did's," and he was keen on the matter of the contestants using championship gloves. It was a good willing go from the call of time, and, although no knock-out occurred, the local man had certainly the better of the bout, using both hands freely, and always being on the offensive. A contemporary journalist had this to say of the bout:—"A very interesting glove contest came off at Dowridge's on Monday night last, between the champion middleweight amateur of England, 'The Lawyer,' and our 'Diddie,' of bicycling fame. In the first bout a little general sparring took place, but no advantage was gained by either. The next was slightly in favour of 'Did,' and the third was most decidedly so, as his right-hand 'cross-counters' were very telling on 'The Lawyer.' 'The Lawyer' here showed great distress in his breathing, but 'Did' was as fresh as he was at the start. The local man used both



MR. J. H. TOMLINSON,

Ex-Champion Wrestler. A well-known and much respected sportsman.

hands with effect, while 'The Lawyer' seemed to depend entirely on his left. The fourth round was greatly in favour of 'Diddie,' who nearly felled his opponent with a pretty right-hander in the chest. After a short spell, both men toed the mark for the final encounter, and, on account of his quickness in hitting, 'The Lawyer' seemed to have a slight advantage, but would not prolong the round long enough to give his opponent's staying powers any show. The two professionals who were in the room were decidedly of opinion that the local man was superior on account of his cleanness of hitting and ability to use both hands. The fair sex of Brisbane may congratulate themselves on account of their favourite's victory, and, with me, wish 'more power to him.'"

Some of the most ardent supporters of boxing about this time were the late Hon. Wm. Patterson, Messrs. J. Hamilton (the present member), the late Hume Black, Billy Little (of Woothakata), Tom Brown (at present in England), R. W. Stuart, and J. H. Thomlinson (manager of the North Brisbane Gas Company), the latter seldom missing a glove contest in Brisbane, and his burly form and cheery countenance are still features of every athletic show.

It is some years ago since the following incident happened, but that it did happen I have the very best authority for asserting. It was at the time when old Abe Hicken was in the height of his prosperity, and, having retired from active engagement in pugilism, was dispensing liquor over the bar of the Mascotte Hotel, Melbourne, varying this with an occasional turn with a pupil. One bright morning a fine, straight-looking young fellow strolled into the bar, and, asking to see the veteran himself, declared his desire to have a few lessons in the polite art. The air and manner of the intending pupil showed that he was a stranger to Australia's Paris, and Abe was not in an energetic mood that morning, so he passed the job on to one of the crowd of second-raters who are always to be found hanging around places such as his. Whether it was that the pupil did not care about being so unceremoniously disposed of or not cannot be ascertained, but certain it is that he entered the ring of the gymnasium attached to the hotel with a very wicked look upon his face, and the boys who happened to be present had the pleasure of seeing things made so warm for the second-rate professional that he turned up the job of teaching the pupil in disgust, and Hicken had to shout him an extra beer, too, before he could persuade him that it was not a "plant." The pupil went away, and returned next day with another request to be put through by the master hand, but he was again put off, and the job of instruction delegated to another lad who was a bit higher up on the rung of fame than the instructor of the previous day. This one had been informed that the pupil was a strong, tough fellow, who required watching, and, being prepared, he decided to have some fun. He started weaving in and out, and baulking and feinting, and doing a lot of little tricks to bother the novice, but the latter stood very stolid, and refused to be put about. After a little of this, the teacher tried a lead, but the pupil

stepped out and in again with a smart counter. This caused the pro. to commit an indiscretion, which he might not have been guilty of under other circumstances, for he lost his temper A moment after he tried a right swing, but before it could land he lay upon the ground, bleeding, and all but senseless. Abe had to be called in to the pupil after all, and, having secured his object, the latter laid himself out to learn something more about the art than he already knew, with the result that when he left for his Queensland home the old champion had pronounced him good enough to hold his own with anyone he could then put his hand on at the middleweight limit, either amateur or professional. The hero of this little incident is still amongst us, not so young, but still hearty in mind and body, and his name is Jack Hamilton, M.L.A., and Government whip.



PROSPERITY SETS IN—

LEGAL HEAVY-WEIGHTS—APPEARANCE OF THE CHAMPION ALL-ROUND ATHLETE OF AUSTRALIA —FRANK BAYNES AND GEORGE POWELL.

IN February, 1886, the fourth annual report of the Gymnasium Club was presented, and to show its position at this period I cannot do better than quote from the aforesaid report. It says:—"The progress during the year has been more marked than its predecessors, but the desired degree of success is not yet attained. The blackballing of members whose subscriptions were in arrears has secured for the committee the anathemas of some, but they are pleased to report no serious casualty as yet. (A pleasant sarcasm which spoke volumes for the self-confidence of the compilers.—Author.) The subscriptions increased so much after the first public display that £100 was placed in the bank as a first instalment of a building fund. Your committee feel sure that you will receive with pleasure and gratification the news that the Building Committee has at last secured a suitable site, having obtained a portion of the Observatory Reserve, in the hands of the Board of Waterworks, as tenants at will."

A site secured, the next thing was to swell the building fund to the necessary proportions, and in June of this same year we see an advertisement appearing in the "Courier" acknowledging the receipt of subscriptions towards this object amounting to the respectable total of £118 6s. Messrs. Jas. Campbell and Sons head the list with a ten-guinea donation, while sums of five guineas were given towards the worthy object by such men as the Hon. A. J. Thynne, E. MacDonnell, the Rev. J. F. M'Swaine, E. Sayce, Vincent Little, T. Welsby, and others, while

many of the principal firms in town followed with amounts down to one guinea. At the next annual meeting the hon. treasurer, Mr. Sam. A. Pethebridge, was enabled to report a credit balance of £196, notwithstanding the fact that the expenses had slightly exceeded the income from subscriptions. At this meeting a committee was appointed to wait upon the Minister for Lands with a view to obtaining a lease of the land on the Observatory Reserve.

During all this time there had been much talk of another display for the purpose of adding to the building fund, and this finally eventuated at the Town Hall on the 27th June, 1887, the audience being large, and including a number of ladies. The programme was long and full of variety, including displays of boxing, wrestling, bells, clubs, heay weight lifting, and other forms of exercise. A boxing bout is described as having taken place between "two legal heavyweights, who made matters lively all over the stage in the four rounds they sparred." In the "limbs of the law" here mentioned we recognise Messrs. E. Winter and Tom Hughes. Professor Cunningham's club swinging was always attractive, and was not less so on this occasion, and later in the evening, in conjunction with a squad of the Brisbane Engineers—the cracks of the service, now defunct at least in name—he gave a fine exhibition of bayonet exercise. A well-known commercial traveller who has quite an intercolonial reputation as an athlete gave an exhibition in heavy weight lifting, and tossed about 150lb. of iron with great ease. This well-known commercial stands revealed to us in the person of Mr. N. W. Turnbull, the champion amateur heavy weight lifter of Australia. A smart four rounds were boxed between Mr. George Powell and a well-known Rugby crack. Here again the love of all amateurs for remaining incog. is displayed, but after the lapse of between twelve and thirteen years I will be doubtless excused for mentioning that this Rugby crack was identical with Mr. Frank Baynes, who, with his strength, skill, and courage is to this day perhaps the best ten-stone amateur boxer in Queensland. If anyone holds a contrary opinion to this, Frankie, as his chums call him, is open to argue the matter out at the Gymnasium on any spare afternoon, and he has a right hand which will carry an immense amount of conviction. He is now verging on middle life, and is troubled with an affection of the sight, and but for this he might still claim the title of amateur lightweight champion of Queensland, which he won subsequent to the appearance now under notice. In this bout with Powell the honours are accorded by the Press to the professional, and rightly too no doubt, for at that time there were few men living who could hope to hold their own in grim earnest with George Powell, champion professional lightweight of Queensland. 'Twas not many years after that I saw him give that incomparable fistic artist Griffo the contest of his life at the S.A.G.C., York street, Sydney, in the presence of an audience numbering upwards of 1200 people, comprising the leading lights of Legislature, Law, and Medicine in New South Wales and the neighbouring colonies. The Queenslander was ill during the time

he was training, and a fortnight's postponement had to be obtained, and it was this illness which was responsible in a great measure for his defeat in seventeen rounds. It was a fine contest, exciting to painfulness to many, and George's good left hand found his opponent's features more often and more truly than any before or since, and Sydney was momentarily in fear for her favourite. This was the class of opponent, then, that Mr. Baynes faced at the Brisbane Town Hall with credit to himself. Powell afterwards gave an exhibition of wrestling with Mr. T. Welsby, the latter gentleman, who was much the heavier, securing two falls out of three. Mr. Wm. Sleigh carried off the honours for feats on the bars, etc. The two Toms, Welsby and O'Carroll (the latter now Comptroller of City Traffic), in a vaulting act, reached 6ft. 9in. More than one experienced gentleman present declared that the horizontal bar exhibition was one of the finest ever given in the colonies, being superior to Sydney and Melbourne exhibitions, and equal to similar exhibitions given at the Olympia Club, San Francisco. The audience expressed their favourable opinion by frequent and continued applause.



FRANK BAYNES WINS A CHAMPIONSHIP

—ARTHUR SCOTT AMONGST THE LOSERS.

THE 15th of the following August saw the Town Hall once again utilised for the purpose of giving the public some idea of the abilities of club members and at the same time swelling the building fund. This took the form of a tournament, which was made memorable by the fact that in it the winner, Mr. Frank Baynes, defeated the then rising amateur, Arthur Scott, who has since earned considerable fame in the Southern colonies. It was preceded by an athletic display given by members of the Gymnasium. A five-guinea trophy was at stake in addition to the title of amateur lightweight champion of Queensland for the year. The entries were good, and resulted in five bouts being contested, all on the one night. Frankie Baynes seems to have had all the fat in this event, for in the first bout he defeated a man named Lewis, and followed this up by polishing off Arthur Scott in the second bout after a hard tussle. Arthur appears to have been looked upon as the good thing for the final, judged no doubt by his performance with Dawson, and when his encounter with Baynes resulted in the decision going against him, Frankie was converted into the hot favourite, and he justified this by defeating another man named Young somewhat easily in the final. The actual weights of the men are not available now, but it is understood that Baynes had a trifle of an advantage over most of the others, though still well

within the limit, and this, in addition to the fact that he was in perfect condition, aided him greatly in his stupendous task of polishing off three opponents in one night. Mr. J. Hamilton, M.L.A., filled the position of referee for this competition, Messrs. E. Winter and George Powell were judges, and Mr. T. Welsby timekeeper. The number of rounds to be boxed in each contest was set down as three, and the following is a detailed report of the bouts:—Lewis and Baynes were well matched as regards physique. In the first two rounds they were fairly equal, though Baynes' style of hitting was more admired. In the third round Baynes got considerably the better of his opponent, and was declared the winner. The second heat between Young and Sewell caused some excitement, and it was seen at a glance that they were novices. Some lively work occurred in the third round, and Young was declared the winner. In the third heat Fred. Bell was mated with Arthur Scott. In the first round Scott rushed Bell out of the ring, and it was soon evident that he was too much for Bell. Scott was declared the winner. In the drawing for the final heats Scott was mated with Baynes, and a splendid contest ensued. The first round was tolerably even, but in the second and third rounds Baynes showed his superiority, and was declared the winner. Young then boxed a bye with Harry Nathan, and after five minutes' interval Young and Baynes made their appearance for the final and deciding heat. This was simply a walk-over for Baynes, who knocked Young about pretty well as he pleased. In the second round Young was floored, but showed considerable pluck. Baynes was duly declared the winner of the 10st. amateur championship of Queensland.



ATHLETIC DISPLAYS—

A NURSERY OF AMATEUR BOXING—A DISPUTE PRIVATELY SETTLED—A HANDSOME GYMNASIUM—APPOINTMENT OF W. MYERS AS INSTRUCTOR.

DURING the winter of 1887 an application was received from several young gentlemen who were desirous of practising boxing, and in accordance with this they were allowed Monday nights in each week for the exercise of the polite art, to the exclusion of all other branches of athletics. This practice was maintained for several seasons, the result being that a number of good boxers were evolved, prominent amongst others being Mr. L. H. Nathan, whose contest to a finish for the lightweight championship is dealt with elsewhere. Harry could tell some good tales of the old days if he would, and says:—"Many readers of your book will remember a certain amateur, now well known in com-

mercial circles, and who would find it hard to get to 13st., though then about 10st. 7lb., who used to train in a dark cellar in George street, where none could intrude and see the condition he was piling on. A bag of sand was his favourite implement—(Heaven help his hands !—Author)—and he trained for everything in the way of a competition which was talked of. In this way he earned a reputation which, however, was never put to the proof of a public appearance.."

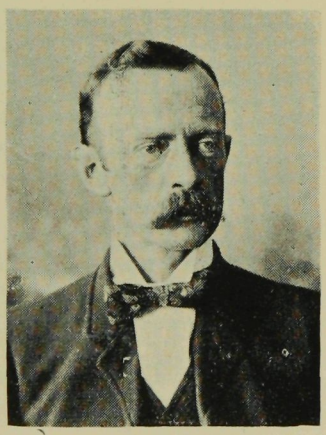
At this point I must mention, in justice to a gentleman who for years was, and still is, a staunch friend of the Gymnasium, that Mr. Vincent Little was now a member of the committee, and had been for some time previous attending regularly and doing much to further its interests.

On the 15th December, 1885, the Academy of Music was the scene of a second gymnastic display by the Gymnasium members. Mr. W. Kellett, M.L.A., delivered an address prior to the performance, in which he pointed out the need of the institution and the good purpose for which it was established. Exhibitions with bells, clubs, and bars were given in such an excellent manner that a gentleman from Victoria declared he had never seen anything better even by the best men in his colony. A boxing display by a couple of amateurs was a feature, but, as these gentlemen appear to have arranged to have their names kept out of the papers at that time, I respect their desire for non-publicity, and will not now give them away. It was a good bout, however, and proved a fitting introduction to another by two visiting professionals from the South, Hall and Power by name. Whether it was because the novelty of the thing had worn off, or because there was an absence of other than local talent cannot be guessed, but, however, the receipts on this occasion fell far short of the previous one, and there was a loss instead of a profit to record.

Just here an incident occurred which, though apparently of a trifling nature, has its lesson, for it served to show the necessity for encouraging legitimate and properly conducted amateur boxing contests, a branch of sport as yet but little thought of in the club. Had these contests been then in vogue there would have been no reason for any two members to have entered the Gymnasium surreptitiously, as they did do, there to settle a difference in the good old British fashion. In a properly conducted tourney or contest the question could have been just as satisfactorily settled, the presence of spectators would have assured fair play, and the victor would have had a trophy to wear in memory of his achievement. Two well-known civil servants were the transgressors of the rules in the manner stated, and, as such things could not of course be allowed to pass over unnoticed, an explanation was demanded from the delinquents and apologies tendered. The particulars of the actual encounter are only available from hearsay, the effect of which is that the two principals had had some words over the cause of all man's troubles, and, becoming excited over it, they decided that the Gymnasium and the gloves was the proper place and the proper weapons to settle it. Victory rested on the side of the

featherweight, but whether he married the girl and lived happy ever afterwards or not history declineth to say. The bout did not last long and, honour being satisfied, the lads were afterwards friends.

Shortly after this date a new Building Committee was appointed, and without going into details of their labours it will suffice to say that they bore most satisfactory fruit, as may be gauged from their report of 28th January, 1888, which stated that the committee hoped to be under their own roof by February, as the building was nearing completion. The classroom was 60ft. by 40ft. and 20ft. to the wall-head, and the building presented a very pleasing aspect. Due regard had been given to the lighting of the premises and for inside conveniences in the shape of gymnastic appliances, including shower baths. The building was designed by and erected under the supervision of Mr. Claude W. Chambers, who gave his valuable services gratis.



MR. WALTON MYERS,
Gymnastic Instructor.

At the latter end of February of this year the building was so far progressed that the committee held a meeting in it, making arrangements for the public opening to take place on the 8th of the next month in conjunction with the annual meeting, purposely postponed from its usual date in February. When this meeting eventuated it was most enthusiastic in every respect, every seat being occupied, the chair being taken by the then president, the late Sir Charles Lilley, who expressed gratification at there being such a fine place of their own to meet in, and that the institution was on its way to permanent success. Quoting from Sir Charles Lilley's speech, that gentleman said: "The institution was of such a nature that it had a claim to outside assistance and support. Pupil teachers and teachers in the outside schools should come to the Gymnasium to receive instruction in gymnastics, as physical education was of the first consequence. They all knew the old saying, "Mens sana in corpore sano," and it was a matter of the greatest importance that schools should be properly instructed in gymnastics."

The election of office-bearers for the ensuing year resulted as follows:—Patron, His Excellency Sir Anthony Musgrave, G.C.M.G.; president, Sir Charles Lilley, C.J.; vice-presidents, Messrs. Wm. Kellett, M.L.A., and James Campbell; hon. secretary, Mr. Thos. Welsby; hon. treasurer, Mr. J. L. Boden; committee, Messrs. R. Vincent Little, J. Simmonds, H. Everett, W. F. O'Carroll, E. Munro, and W. F. Cameron; instructor, Mr. Walton Myers. All the officers were elected

without opposition, and when their names were mentioned, especially those of Sir Charles Lilley and Mr. Welsby, the applause was very loud.

Mr. W. Sleigh, an ardent worker, was presented with a framed photograph of the members and a medal, with suitable inscription, on the eve of his departure for England, as a token of appreciation of his services to the Gymnasium. Messrs. Claude W. Chambers and L. J. Moody were elected life members, on the proposition of Mr. Welsby. The election of Mr. Moody as a life member marked his relinquishing the work of club instructor, which was taken up at this period by Mr. Walton Myers.



A REVEREND PATRON OF ATHLETICS—

LIGHT, MIDDLE AND HEAVY-WEIGHT CHAMPIONSHIPS—SOME RELUCTANT COMPETITORS—THREE TITLES GO BY DEFAULT.

WITH a home practically their own, it was only natural now that entertainments should be talked of for the purpose of securing the money necessary to pay off the overdraft and also to provide amusement for members and friends. It was perhaps just as natural that boxing should form the dominant feature of these proposed shows, for, though an application from George Powell for the position of boxing instructor had been refused, the members still did a good deal of boxing amongst themselves, and keen rivalry existed as to who was the better and more skilful in the use of Nature's weapons. Consequently a series of tournaments were soon initiated in the Gymnasium, under the management of the indefatigable Tom Welsby.

Prior to this, however (on the 27th June, 1888), the Gymnasium was the scene of another display, the first in the new building, and the chair on this occasion was taken by the Rev. J. F. M'Swaine. That gentleman delivered an interesting opening speech, in which he expressed himself as honoured at being asked to preside. He had long taken special interest in the institution, and felt sure that those present would receive evidence of the success which was attending its establishment. It now occupied a position of greater visibility than it had at one time. Parents who taught their children to take an interest in gymnastics were benefiting themselves as well as the children. It might be said that there were abuses, but it was their duty to overcome these. He had never been a sporting parson, but he had never been ashamed to appear in the gymnasium or the cricket and football field. It was

their duty to elevate, refine, and purify the amusements of the people which tended to strengthen labour and sweeten rest. The Church should take a higher and more active position in these matters than they had done in the past, and he was glad to see that even a large number of the cold-blooded Presbyterians were taking a step in the right direction. The display which followed was of a varied and interesting nature, due largely to the work of the instructor, Mr. W. Myers, but there was no boxing in it. The feature was a light dumbbell display by the junior lads, which was very well done, and the whole wound up with a tug of war.

The boxing competitions spoken of at the beginning of the chapter were commenced at the Gymnasium on the night of 16th October, 1888, in the presence of a large audience. Entries had been received for contests in three classes—namely, light, middle, and catchweight or heavyweight classes—the winner in each class to receive a trophy and the title of amateur champion in his class for the year. The lightweights were first made to face the music, Messrs. J. T. Joyce and J. Curran having the honour of making the initial bow. Joyce carried far too many guns for his man, and secured the decision. Messrs. Fred. Bell and L. H. Nathan were the next pair drawn, and a close and exciting three rounds were boxed, the honours of which were awarded to Mr. Bell, though, as is frequently the case in short bouts between well-matched men, some thought Harry had held his own. This difference of opinion resulted in the men meeting again at a later period to a finish, and Bell then maintained the decision. Full particulars of this latter contest will be found further on. Mr. T. Finney, jun., who was also entered, was fortunate enough to draw a bye, which he boxed with Mr. T. Hughes.

In the first rounds of the middleweight competition Mr. J. Driscoll easily defeated Mr. T. Ramsay, the latter retiring in the second round. Mr. L. H. Nathan, who, despite his being but a lightweight, had entered in this class, had to box a bye, and this he did with George Dawson, the bout being described as very interesting. T. Hughes and E. Colclough were the only entries in the catchweight division, and after four hard rounds had been discussed the judges were at fault, and could not decide between them. A draw was therefore declared, and the men were ordered to settle the question on another night. Messrs. E. Winter and W. Devon were the judges, Mr. C. Burton timekeeper, and Mr. T. Welsby filled his usual position, general manager of the whole, a post which carries most of the work with least of the honours.

The finals of these contests were to have been settled on the night of the 18th, or two nights later, but the large audience which had assembled in the expectation of seeing something good were doomed to disappointment, for the prizes were won in each instance without the recipients being called upon to contest further for them. The most interesting bout was that between Messrs.

Finney and F. Whitton in the second round of the lightweight competition, the latter, who appeared through the defection of Mr. J. Joyce, being defeated in the second round. Mr. Nathan then boxed a bye with his old opponent, Mr. Bell, which entitled him to claim the middleweight championship, as Mr. Driscoll had retired. The professionals, Dawson and O'Brien, boxed a clever three rounds, during the last of which George had his man in Queer street, and the latter had to retire. Mr. E. Colclough did not put in an appearance to continue the bout with Mr. Hughes, which had ended in a draw on the previous occasion, and consequently the title of amateur heavyweight champion went to Mr. Hughes by default. That gentleman, however, boxed a good three rounds with George Powell, in which the advantage he possessed in size and weight were discounted by Powell's cleverness. Mr. Welsby then had to announce that Mr. Finney had retired in favour of Mr. Bell, leaving that latter gentleman the only claimant for the title of lightweight champion. At the same time Mr. Welsby presented Mr. Hughes with a set of boxing gloves as a recognition by the committee for all Mr. Hughes had done in the interests of the club. Dawson and Powell brought the proceedings to a close with a smart three rounds. The judges on this occasion were the same as on the previous night, and the timekeeper was Mr. A. Barrington.



A NEW INSTRUCTOR—

C. BELL WINS A TOURNEY—GYMNASTIC TREATMENT FOR INVALIDS—AN AMATEUR CONTEST TO A FINISH —F. BELL DEFEATS L. H. NATHAN.

EARLY in the next year we see another and the last change made in the person of the club's instructor, when Mr. T. Wilkinson was appointed to the office temporarily, on the recommendation of Professor W. P. Price, of Melbourne, and permanently afterwards on the recommendation of his own ability. Instructor Tom was brought from Melbourne specially for the position, which he continues to fill to this day with great satisfaction. The seventh annual meeting, which took place on the 5th February, 1889, showed a year of progress equal to the whole preceding six, and amongst other things told of the formation of a class for ladies and girls. The then Minister for Justice, the Hon. A. J. Thynne, was perhaps in a great measure responsible for this progressive step, judging by certain correspondence which he had with the club on the subject. On the 8th of the next October the Gymnasium held a most successful display in the Centennial Hall, in the presence of the then Governor, Sir Henry and Lady

Norman, and the patronage of this much-respected couple was quite in accord with their known liberal and well-informed minds. During this year, too, the club made a new departure in arranging for the tuition of pupils of certain private schools being undertaken at the Gymnasium by Instructor Wilkinson, and also for certain football clubs using the building for training purposes. The former still continues, but the latter practice has been discontinued. This is to be regretted both by the club and by footballers, for the hopes of the early workers for the club had been realised by this time, and they had a Gymnasium equal to anything existing in Australia, making an ideal place for training purposes, while the spirit of camaraderie likely to be engendered from having members of sports clubs attending the Gymnasium was one worthy of being fostered.

The year 1890 was opened by the institution giving another display, the feature of which was a ten-stone competition held at the Gymnasium on 3rd January, 1890. Mr. Welsby and a special committee held the reins of management, Mr. C. Burton was referee, and Mr. Vincent Little timekeeper. Entries had been called for a heavyweight tournament, but there was no response, and the honours were left to the ever-ready lightweights, who were in evidence to the number of eight. Amongst the good sports who attended this were Mr. E. J. Stevens, M.L.A., and the Hon. J. Donaldson. Messrs. F. Bell and Woods were the first pair, and the metal of the former was sufficiently true to ring a pean of victory before the specified three rounds were up. Messrs. D. Trihey and Stevens were the next pair, the former winning on the points, assisted thereto in a great measure by an advantage in weight. C. Bell then met and defeated a lad named Dibbs, the latter retiring in chagrin in the second round because an alleged foul was not allowed. Messrs. Smith and Brady were the next two, but it was a poor bout, Brady giving it up in the first round.

D. Trihey and C. Bell were drawn together for the second round of the competition. An injury sustained by Trihey in the previous bout, however, caused his retirement, and Bell boxed a bye with a professional named O'Leary. Smith and F. Bell then came together, but the Bell family were having a night out, and Fred. made things so lively that his opponent discovered an injury to one of his arms before the first round was through. This left the brothers together for the six-rounds' final, which were cleverly contested throughout, though some who witnessed it aver that Freddy contented himself by avoiding injury, and left the work of piling up the points to his brother. This was certainly a most unbrotherly thing to do, brothers as a rule thumping each other with great heartiness; but, anyhow, the verdict went to Mr. C. Bell, who was therefore champion amateur lightweight for the nonce.

The month following saw the holding of the eighth annual meeting. The report shows the institution to have made a little further progress onward, and perhaps the most striking feature in it is contained in the following para-

graph:—"A pleasing feature has been that at last advantage has been taken of the Gymnasium as a means of physical education by those to whom the greatest good can be done—viz., the patients of the medical fraternity, advised to follow a treatment of gymnastics in a mild form. Dr. Binns-Southam has now under the guidance of himself and the instructor several ladies who are at certain intervals put through a course of exercise fitted to overcome their bodily ailments." This paragraph is worthy of particular notice as showing the opinion which an eminent physician held regarding the benefits of exercise judiciously indulged in, an opinion which is shared by many others in other parts of the world. A regrettable incident of the following year was the sending of a negative reply by the committee to the Y.M.C.A. Gymnasium Committee in Sydney in answer to an invitation to establish yearly intercolonial gymnastic contests.

Once again we see the Gymnasium the scene of a contest for the amateur lightweight championship of Queensland, the contestants on this occasion being the recognised holder of that title, Mr. F. Bell, now in the Works Department, and Mr. L. H. Nathan (Harry), who at this time was looked upon as a coming lad, and who had earned his right to a cut at the title by many a hard-fought bout. The details of some of these I would be glad to lay before the reader, but not being public performances they are perhaps hardly within scope, and as the reports of them would be hearsay only they might not be considered reliable. Both men, Messrs. Bell and Nathan, are still in their prime, and easily accessible, but the quality of their youthful encounters is not the more easily obtainable on that account, for there is none so modest as your able athlete, and it is a matter of impossibility to persuade him to talk about himself. This match was, however, remarkable for science and skill, in addition to the fact that it was then, and remains up to the present, the only amateur contest ever boxed to a finish in Queensland. The men met on the night of 18th June, 1890, the Gymnasium being crowded. Both men looked very well as they stepped into the ring, Bell's condition being the better of the two. Mr. E. Winter and Mr. T. Welsby acted in the respective capacities of referee and time-keeper. A marked contrast was evident in the two men as they shaped in the ring. Bell towered at least three inches over his opponent, and was correspondingly long in the reach. No damage was done in the first round, which was devoted to sparring, with an occasional rally. In the second round both went in to "mix it," and as corners were called "honours were easy," both evidently pleased for the minute's respite. It was anybody's fight up to the seventh round, each in turn showing some pretty leading and stopping, and "Even money you can't name it" was the cry as the men went up for Round 7. Bell commenced forcing matters, and for the first 60 seconds it was give and take. Nathan led at the head, but was short, and Bell countered with a straight left fair in the pit of the stomach, bringing his opponent down. Before he was fairly on his feet, Bell was at him

again, and received a warm 'un on the eye; but he was not to be denied, and a right-hander on the ribs sent Nathan down again. He pluckily responded to the call of time, and for a time kept his opponent going, but he had evidently hurt his arm when falling, and twice more was sent to the boards before time was called. Round 10 was almost a repetition of the previous one. Nathan's right arm was perfectly powerless, as he never attempted to use it, and three times he was knocked down, time being called whilst he was on the ground. His second, seeing how matters now stood, wisely threw up the sponge, although Nathan was eager for another round; and Bell was declared the winner of the championship. The winner proved himself one of the best amateur boxers seen here, and, whilst fighting in a fair and manly manner, took every advantage of his superiority in height and reach, and allowed no chances to slip. The loser fought a real plucky fight, and deserved every credit for the manner in which he stood up before an antagonist so much his physical superior. The assemblage was a most select one, and the arrangements throughout reflected credit on those who had the affair in hand.

The committee of the Gymnasium made an effort during the year to arrange for a series of contests to decide the club's all-round athletic championship, and this was pushed forward for some time, but, probably owing to the indifference of members as a body, it had to be allowed to drop. Several public displays of general gymnastics were, however, successfully carried out during the year.

The ninth annual report of the institution contained nothing of importance beyond recording a year of quiet progress, and this brings us to the next public display, which occurred on the 19th March, 1891. On this occasion Mr. Wilkinson introduced a pleasing novelty, under title of "La Comedie le Gymnastique," in which a number of members went through some most amusing feats attired in grotesque costumes, and with their features hidden in comical masks. The whole show was hugely successful.

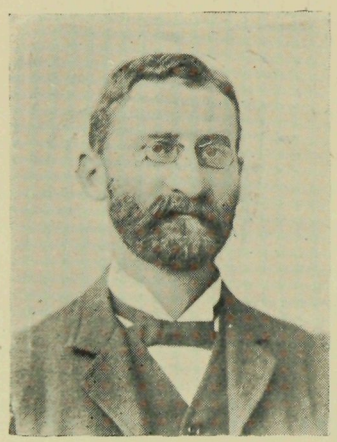


A BRANCH GYMNASIUM—

DARK DAYS—FURTHER COMPETITION IN BOXING—CHAMPION JACK JOYCE—LADY GYMNASTS DISPLAY ADMIRABLE ABILITY IN PUBLIC.

THE tenth annual report, submitted in February, 1892, showed that a slight falling off of membership had taken place as a result of the then prevailing depression, but the financial position remained about the same. A noticeable paragraph in this report runs as follows:—"The committee learn with pleasure that Mr. P. M. Walker, a one-time regular attendant at the classes, had started a gymnasium class at Rockhampton, which had been attended with

considerable success." It will be seen from this that, even as a stone dropped in a stream sends countless eddies to its farthest bank, so the maintenance of a first-class gymnasium in Brisbane will have an influence extending throughout the whole extent of the colony. Once let a young man realise the benefits to be obtained from such an institution, and wherever he may go he will use his efforts to see such an institution established. During the year 1892 the overdraft increased, and it was proposed to let the building to the instructor at a rental, instead of paying him a salary as heretofore. The idea was allowed to drop, however, after some consideration, and the difficuly was overcome by a party of patriotic friends guaranteeing the amount. The gentlemen consisted of Messrs. E. Munro, R. V. Little, T. Welsby, H. Everett, J. J. Trundle, W. F. Cameron, J. S. Isles, W. F. O'Carroll, S. A. Pethebridge, J. W. Simmonds, and J. Campbell. A feature of the year was the formation of a ladies' class, which was a matter for congratulation.



MR. R. VINCENT LITTLE,
Committee Brisbane Gymnasium.

In March another competition was authorised, but it was May before matters could be put in train, and, as usual, only a sufficiency of lightweights could be obtained for a competition. Five entries were obtained, and the inducement held out was the title of amateur lightweight champion, together with a medal valued at £12 12s. The competition eventuated on the 28th May, 1892, and the competitors were Messrs. C. Bell, J. T. Joyce, P. Joyce, J. Davis, and E. Murrell. The Joyce brothers were the first pair drawn, and they put up a most scientific bout, lasting the full number of rounds allotted, the decision going to Mr. J. T. Joyce. Messrs. Davis and Murrell then came together, the former winning in three rounds. Mr. Bell secured the bye, which he boxed with the professional, J. O'Brien. In the second round Mr. Bell was again fortunate in drawing the bye, which he boxed with Mr. P. Joyce, who made him fight the whole journey. The two previous winners, J. Joyce and J. Davis, put up quite a sensational contest, and at the end of the allotted five rounds the referee, Mr. J. Walsh, could not separate them, notwithstanding the fact that Joyce knocked his man down three times in one round. Three more rounds were boxed, and still Mr. Walsh was undecided, and the audience becoming boisterous and calling loudly for a decision in Joyce's favour, the referee left the ring. Three members of the Gymnasium then took up the duties, but after two more rounds had been boxed, making a total of ten, Davis declined to continue, and so Joyce was adjudged the winner. In the final bout the work done in this bitter struggle did not prevent Mr. Joyce

from defeating Mr. C. Bell, the task occupying four rounds. Mr. J. T. Joyce thus became lightweight champion for the year and possessor of a handsome medal, which he still keeps amongst his most treasured possessions, symbolic of an ability to hold his own, which has not yet left him by any means.

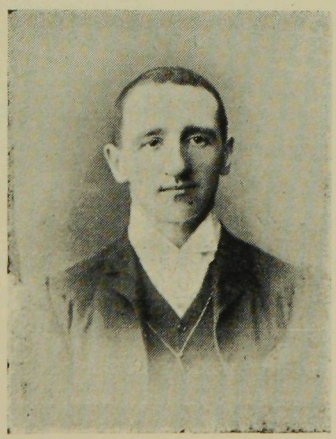
As an outcome of the formation of the ladies' class, a decision was arrived at to allow the fair members an opportunity of judging of their progress, and this eventuated on the 29th September, 1892. The display was a voluntary one, to assist the Building Fund. The costumes of the performers were blue tunics and knickerbockers, with black hose and rubber shoes. Evolutions on the rings, horizontal ladders, with dumbbell, clubs, etc., were indulged in, the whole concluding with a smartly arranged tableaux on the parallel bars.



LOSS OF A VALUED FRIEND—

A WORTHY SUCCESSOR—JUNIOR GYMNASTS—ELEVENTH ANNUAL REPORT OF THE GYMNASIUM—BRIGHTENING PROSPECTS.

THE next event to mark this year was a regrettable one, being no less than the resignation of Mr. T. Welsby from his office of hon. secretary. The increase of business cares had caused Mr. Welsby to talk of taking this step for some time, but the members would not hear of it, and he had more than once been asked to reconsider his decision when he had even gone so far as to tender his resignation. At length the step became absolutely necessary, and it was decided by the members to accord him some recognition of their appreciation of his valuable and unstinted services, by presenting him with a handsome medallion, suitably inscribed.



MR. H. F. AXON,
Hon. Secretary, Brisbane Gymnasium.

Mr. W. F. O'Carroll made the presentation, and eulogised the great services rendered by Mr. Welsby, stating that that gentleman had always done a great deal more for the Gymnasium than could properly be defined as coming within the strict letter of the hon. secretary's duties. Mr. Welsby had not been actuated in his efforts by the prospect of the mere amusement that might be derived from the Gymnasium, but had looked forward to the good the institution would do in building up young Queenslanders into a strong, sturdy race. The initiation of almost everything connected with the Gymnasium had been due to Mr. Welsby, and they all deeply regretted losing his services as hon. secretary, although they well knew that he would still take a great interest in its affairs.

Mr. Welsby on rising to respond was greeted with a burst of applause, and, like all tip-top fellows, he protested that he had been eulogised too much. He mentioned the difficulties in connection with the formation of the institution, and felt certain that the future of the Gymnasium would be safe in his successor's hands.

The club were fortunate enough at this period to find a worthy successor to Mr. Welsby in the person of Mr. H. F. Axon, who for some time had been manifesting a deep interest in gymnastic affairs. Mr. Axon took up the work with enthusiasm, and has continued to hold office to the satisfaction of all to the present day, the central position of his business premises at the "Courier" Buildings making him easily accessible to members having business with him. Mr. Axon presented his first report, the eleventh annual report of the club, in February, 1893, and it showed that many improvements had taken place in the institution during the year. Amongst other things, the report says: "It is a pleasure to know, and one that the earliest of the Gymnasium supporters looked forward to, that some of the one-time Junior members have entered the Senior classes, and so long as we can teach gymnastics to pupils of either private or public schools we can rest assured that a certain proportion will afterwards attend the various classes when they have entered the business spheres of life. . . . We may inform members that we are continually hearing from those who at one time or another were in our ranks but who are now in various parts of the colony. All information on gymnastic matters is afforded them, and we have been instrumental at times in obtaining suitable apparatus for their requirements."



LADIES OF MUSCLE AND MIND

THE ladies' classes appear to have continued in a flourishing condition at the Gymnasium, for the next important event in its history is found to be another public display by the fair athletes. This took place in September of 1893. His Excellency Sir H. W. Norman, Lady and Miss Grace Norman were present, and the attendance numbered fully 250. The seating accommodation was altogether inadequate, and the committee were advised to seek a larger hall for future entertainments of this character. The movements of the young ladies were exceedingly graceful, and the neatness and accuracy with which they accomplished the most difficult feats reflected great credit on the instructor, Mr. Wilkinson. The proceedings commenced with a series of running evolutions, which were followed by a really pretty dumbbell exercise. The various items of the programme were then proceeded with, and in all of these the young ladies displayed great agility. This was especially the case in the rope climbing. On the parallel bars, too, some pleasing effects were produced. The exercises on the swinging rings and with the Indian clubs were also amongst the best of the even-

ing. Some of the lady gymnasts seemed to enter with great spirit into the single-stick contests, and one pair of combatants were especially noticeable for the very business-like manner in which they went to work. The programme concluded with a tug-of-war between teams chosen from the lady performers, which was eventually won by the wearers of the blue ribbon. At the conclusion of the display the Hon. A. J. Thynne proposed a vote of thanks to his Excellency and Lady Norman for their presence, which was carried by acclamation. His Excellency, in reply, expressed his pleasure at being present to witness the exercises which had been gone through. He was sure the young ladies were to be complimented on their performances, and a word of praise was due to their instructor for the excellent way in which he had trained his pupils. His Excellency also spoke of the great importance of the development of their strength and the consequent improvement of their health. He trusted that the Gymnasium would flourish, and that many more of the young ladies of Brisbane would come forward to join in the exercises, and thus reap the benefit of the instruction they would obtain. These kindly and sensible remarks were, very naturally, cheered.

At about this time a visitor to the Gymnasium was so taken with the good work being done in the way of cultivating female physique that he delivered himself as follows:—

"Like many others, I am of opinion that the physical training of our girls is neglected, and in the hope that the more attention there is drawn to this fact the quicker will a remedy be found, I venture to describe a visit paid recently to the ladies' class at the Brisbane Gymnasium, an institution whose advantages are, I am afraid, too little appreciated by those for whose benefit the classes are held.

"On entering the building I noticed several groups of young ladies of varying ages and size chatting pleasantly with each other, and evidently waiting for the real business of the evening to commence. I had time to note and admire the pretty costume of the girls—a neat skirt of navy-blue serge reaching some distance below the knee, a sailor bodice faced with white military braid, short trousers, navy-blue stockings, and sandshoes, all completed a costume which allowed every muscle to have freedom of action, and yet was so becoming and unobtrusive withal that not even the most captious could find fault.

"Punctually at 8 o'clock the order 'Fall in' was given by the instructor, Mr. Wilkinson, when seventeen young ladies formed in line. Then for the next few minutes a glorious run round the building was indulged in. At the word of command, on they follow their leader, turning, wheeling, doubling, now in a circle, now in a line—always in correct step and time—until the nerves tingle, the cheeks glow, the girls look as if they are thoroughly enjoying themselves; while the shivering onlookers eye them enviously, and wish they too could indulge.

"Laughing and breathless, the girls halt for a few minutes, and then form into two ranks, when some pretty exercises with Indian clubs are gone through. How

they work ! Every muscle in their lithe bodies has something to do, and does it. Dumb-bell exercises follow, and seem to be as heartily enjoyed. The instructor then divided his squad into two parties—one he sent to the ladders, where the girls climb and swing like so many cats ; the other he sent to the swings, where at leaping, stretching, and swinging they all seem perfectly at ease.

"I noticed that cushions were placed on the floor, so that in case of an accident the girls might 'fall soft,' but there was not one misadventure on the night of my visit. Practice on the horizontal bar followed, and here Mr. Wilkinson was kept busy explaining and exhibiting, for the girls seemed much more diffident in attacking this exercise than the previous ones. The followed the order 'Break off,' and the girls scattered themselves in groups over the room, indulging in what is called 'loose play' ; that is, each one practising the exercise at which she feels most awkward. One young girl climbed a rope to the roof of the building in a way that would not have disgraced a sailor ; others exhibited their jumping powers by clearing a wooden 'horse' in fine style ; a group of four or five practised on the horizontal bar, the strong helping the weak. The ladders, the swings, the dumbbells—all were used in turn, and for twenty minutes at least the girls worked hard to improve themselves. Merry laughter at mistakes and pleasant chit-chat enlivened the proceedings.

"I could not but admire the physique of the girls, the fine rounded arms and swelling bust, and I thought that an institution which did such good work deserves more encouragement. Our girls could not have better exercise and more innocent enjoyment, and there are hundreds to whom these classes would be a boon did they but accept their advantages. Nothing to which the most careful mother could take exception exists. During the whole time the girls are engaged in health-giving, strengthening exercises, and as the class closes at 9 o'clock there is no difficulty in catching omnibuses and trains for home. The quarterly fee is very small, and surely the physical advantages enjoyed are sufficient to compensate our girls for the extra exertion necessary after the duties of the day are ended."



INSTRUCTOR AMBROSE TAYLOR –

J. T. JOYCE AND A. E. J. AUSTIN WIN CHAMPIONSHIPS FOR 1894 – LACEY AND BROUGHTON IN 1895.

IN November, 1893, arrangements were made with Ambrose Taylor, otherwise known as the "Game Chicken," to take up the work of instructing the Gymnasium members in the art of self-defence. Ambrose soon had a numerous class about him, and the members made excellent progress under his tuition, but they never did him any credit as far as public performances were concerned. Then, as now, there was a great disinclination amongst the lads to compete in the

various competitions promoted by the club. They never seem to realise the difference between an amateur competition and a professional contest, great as the difference undoubtedly is. Taylor continued in his position until he entered Government employ as a water policemen, and then the rules of the Civil Service compelled his relinquishing any other work. As a professional, Taylor does not come within scope of this book as regards his pugilistic career, but he has a long and creditable list of performances, including contests with such men as Griffo, Dawson, and others of like note. Anyone with an hour to spare could do worse than get Ambrose to relate some of his experiences; they will be found interesting to a degree.

At the latter end of 1894 a move was made in the direction of bringing off a further series of amateur boxing tourneys, with the result that on the night of Monday, 17th December, we find a large crowd gathered at the Gymnasium to witness bouts for the middle and light weight championships. Six entries were received for the lightweight, and seven for the middleweight tournament. The conditions were—preliminary bouts to be of three rounds, and the final of four rounds' duration, the last round in each bout to be of four minutes. The draw for the lightweight competition resulted in C. Campbell being pitted against P. Joyce, and the latter was defeated after a good bout. F. Binkin and J. Blair then came together, and the former, whose successes have since resulted in his turning professional, won the bout. J. Joyce was drawn against W. Stafford, and the jaunty Jack got home, knocking his man out. The second round of the competition was brought on later in the evening, when Charley Campbell defeated F. Binkin, and Joyce was let in with a bye.

In the middleweight division, A. E. J. Austin secured a triumph over N. J. M'Grory; J. Ross defeated W. Bennett; and J. Coupland (mine host of the British Empire Hotel, Queen street) secured a bye. The interesting nature of the bouts which led up to these results completed an excellent evening's entertainment for the large audience who were in attendance, and the finals were accordingly put off until the following Thursday night, thus allowing the winners a chance to recoup. Another full house was in evidence on this occasion. The final to decide the question of superiority between C. Campbell and J. T. Joyce was the first one put on, and after a most interesting combat lasting the full number of rounds, and in which both men gave evidence of their courage and strength, the verdict and title went to Joyce. The middleweights next resumed possession of the floor, the first pair being A. Austin and J. Coupland. Arthur secured the verdict on the points scored, this placing him in the final against J. Ross, who had secured a bye in the second round. A couple of spars between professionals who were present filled in an interval, after which the two men who were afterwards to be such keen rivals stepped up. The full number of rounds was boxed, in which, according to general opinion, expressed at the time, Ross was in the better condition,

but Austin proved himself the better general of the two, and, scoring the greater number of points, he was awarded the verdict. Jim's supporters were greatly disappointed, and for several years afterwards the question of which of these two was really the better man was argued out on innumerable occasions, until it at length resulted in another and longer meeting, but this in its proper place will receive due attention.

The annual reports of 1894-5 show steady progress on the part of the Gymnasium, with slight decreases in the overdraft in each year. Amusement was provided for the members so inclined on several occasions by the arrangement of smoke concerts, in which music and muscularity were pleasingly blended, some excellent sparring encounters being provided by members and visitors, but as these do not come within the list of championship doings they must perforce be overlooked.

The next matter of importance was lightweight and middleweight championships for 1895, which were contested on the night of 4th September. There were only four in the bigger class on this occasion who were anxious for distinction in the amateur world of muscle, and of these J. Broughton and L. Uhlmann were the first two drawn. Uhlmann was not class enough for his opponent, and he retired in two rounds. The winner of the previous year's lightweight championship, J. Joyce, next essayed distinction in the class above him, his opponent being the runner up in the previous year's middleweight championship, J. Ross. These two dandy lads put up a battle which will long live in the memory of those who saw it, Joyce boxing valiantly against the odds right up to the last half-minute when he was knocked out.

The preliminary bouts of the lightweight competition were next decided from amongst six competitors. A. Binkin outpointed A. Hughes, and P. Joyce outpointed F. Binkin, each in bouts of considerable interest. J. Lacey and C. Campbell were drawn together, but Campbell met with an accident just prior to the eventful night, and was unable to compete, so Lacey got a bye. The finals of each competition were put off until the following night. Broughton and Ross, for the middleweight championship, were very determined contestants, and a hard struggle resulted in the title going to Broughton. A. Binkin does not appear to have materialised, from cause unknown, and the lightweight championship was fought out between Lacey and P. Joyce. It would not have been fair to the world at large to allow any more championships to go into the Joyce family, and fate therefore decreed that Lacey should prove too hard a nut for "Packey" to crack, and the laurel went to Lacey. The conditions of these latter contests were similar to those which had governed the previous ones.



GENTLE CHARITY—

A QUIET TIME—BATTLE FOR THE CHAMPIONSHIP—MESSRS. AUSTIN AND ROSS.

THE next occasion on which Gymnasium members are seen performing in public is in aid of the General Hospital, and in June, 1896, an excellent performance earned for this deserving institution a respectable cheque. A very quiet time then ensued as far as boxing was concerned, several efforts to bring off competitions failing in every instance through lack of entries. The general work of the Gymnasium, however, continued most satisfactorily under the able guidance of Instructor T. Wilkinson, the members' list being well maintained, and all making satisfactory physical progress. In October, 1897, a sad incident occurred, when the Gymnasium lost a respected member in the person of Mr. F. R. M'Cabe, who was drowned through the capsizing of the yacht Zenobia. Special resolutions marked the sympathy of clubmen. It was shortly after this that the writer first took an active interest in the club, and leisure evenings were employed in imparting the rudiments of the art of boxing to as bright and intelligent a class of youth as it has ever been my lot to handle. During the few months that this connection lasted the class improved in a manner to do me more than credit, but the same old bashfulness prevented them making any public appearance. Mr. Mark Williams was perhaps the pride of the class, and with a little practical experience, his thick-set, muscular form would prove a somewhat awkward obstacle for anyone to overcome. Press of other work caused the relinquishment of this class, in whose instruction I would fain have continued, and I left it with regret. The end of this year saw the club's overdraft, its Old Man of the Sea, reduced to £127.

During all these months a deal of talk had taken place as to the respective merits of A. E. J. Austin and J. Ross within the roped square, the result of their previously related contest was conned over and criticised, and, as is usual in short contests for points, the supporters of Ross were able to say that if this or that had or had not have been, a different verdict would have been awarded. Ross was very anxious for another match, expressing the confident opinion that he would alter the location of the amateur middleweight championship if given opportunity. Austin, on the other hand, was prevented by the nature of his occupation as a general reporter in a big newspaper office to devote any attention to the matter of training, and this was advanced as good and sufficient reason why a second contest should not take place. The men would probably have remained satisfied with this, and in good time Ross would have had opportunity of securing the coveted title in another year's tournament, but the tongues of meddling busybodies would keep clattering, every word which either man could be drawn into uttering, and which could by any stretch be construed into a bearing on the

question, was carried from one man to the other and duly dilated and improved upon, until the friendship which had existed between them bade fair to be extinguished. A direct charge of cowardice was eventually levelled at Austin because he would not consent to sacrifice his position and agree to a second meeting. This was the climax, and Arthur at once placed the facts of the case before the Hon. E. J. Stevens, managing director of the Brisbane Newspaper Company. That good sportsman had no difficulty in realising the feelings of Austin in the matter, and he consented to allow the lad opportunity to train, and so the matter was decided that Austin and Ross should meet under the auspices of the Gymnasium, once again to settle, once and for all, the question of superiority with the gloves. The hon. secretary of the club, Mr. Axon, drew up articles, the conditions of which were that the men box the best of ten rounds for a valuable trophy presented by the club, the winner to be the recognised amateur champion of Queensland. Friday, 10th June, 1898, was the evening fixed for the contest.

During the preceding weeks everything in amateur sporting circles was eclipsed by the interest taken in this event, and, as anticipated, the Brisbane Gymnasium proved all too small to accommodate the large number who wished to witness it. Ross finished the latter portion of his work in the seclusion of Southport, while Austin pursued the even "tenor" of his way in town. Both men received professional assistance in the work of training, and on the eventful night, after as many as possible had obtained seats in the hall, a first-class preliminary programme was given, the first item being an exhibition on the horizontal bar by Instructor T. Wilkinson and six pupils. Champion Jack M'Gowan (who a few nights before had secured a brilliant victory over the New South Wales crack, Ed. Tweedie, for the Australasian 9st. 4lb. championship) and his old Melbourne chum and pupil, Jack Stevens, then sparred three pretty rounds, which evoked applause. A neat and clever exhibition of club swinging by Mr. Wilkinson followed, and after a short wait the principals were announced for the contest.

Loud cheers from his supporters greeted each man, Ross being attended by Messrs. J. and P. Joyce and A. Martin, whilst the Austin interest was looked after by Messrs. J. E. Harris, T. Christian, and H. Perry. The referee, Mr. T. Welsby, then announced the conditions of the bout, Queensberry rules, etc. The judges were Messrs. Frank Baynes and E. Colclough; timekeeper, J. Boyd; ten seconds check, J. Isles.

Round 1.—When the gong brought them to their feet the first thing looked over was their condition and appearance, and fine specimens of athletic manhood they were. Ross was the taller, and he appeared fine and drawn. Austin, on the contrary, was beefy, but muscular, and his well-set frame appeared reminiscent of the Victorian champion, Dan Creedon. Austin came up on his left toe, and after finessing a little worked his man towards the ropes, where he rattled a

left on the side of the head. Ross held his left very stiff, and jabbed for the body, but Austin avoided by springing back. A spar at long range preceded corners.

Round 2.—This opened briskly, and, following instructions, Arthur sent home a right "rib-bender." Ross came back at him smartly, but Austin ducked, and on resuming the perpendicular he drove the left quickly on Jim's nose, bringing a piece of skin from the bridge of that organ. A left on Arthur's "darby" made him grunt, and a sharp rally ended in a bustle on the ropes. The audience were now beginning to warm up, and every successful blow was loudly cheered by the partisans of the deliverer.

Round 3.—This was principally confined to long-range sparring, Ross standing very rigid, and endeavouring to make use of his left hand; but Austin would avoid with a skip a la Tweedie. Ross sent him on the retreat once or twice, but when it came to a mix the advantage appeared with his opponent.

Round 4.—Ross opened this with a bull-dog rush, going straight into Austin's corner, but was met with a quick play of both hands, momentarily demoralising him. Around the ring they went, Arthur fighting back wildly and attempting to drive off the attack of the suddenly aroused Ross. A rough on the ropes, and the referee had no sooner separated them than they were at it again, while the audience yelled themselves hoarse: "Go it, Ikey," "You've got him, Bluey," "Good boy, Arthur," "Now another, Jim," and so on, while Referee Welsby had anything but an enjoyable time dragging the men apart, and at the same time dodging the hail of gloves which fell around his devoted head. Arthur's face was flushed as he went home for attention.

Rounds 5 and 6.—The fifth round was comparatively tame after the one which had preceded it, both taking a breather; but Austin was now assuming more of the aggressive,, and in the sixth round he did some useful work with both hands. An opening left by Arthur was taken advantage of by Ross, who appeared to wake up suddenly to the fact that he had a right hand.

Rounds 7 and 8.—The seventh round was marked principally by clever work, long-range spars ending in a clinch, and Arthur's neck looked sore from the grazing of Jim's glove. A couple of straight lefts getting home opened the mouths of the Ross supporters, and Austin, resenting this, drove his man across the stage and almost through the ropes. He dealt out punishment with both hands for a space, but Ross, rallying, sent his right smartly into the body, and holds resulted. Austin was sweating in the eight round, but he was all right inside, as was shown by his breathing. In he went with a half lead, and, recalling the blow, he sent it again, good and true, meeting Ross on the body as he came forward. Jim was resuming his stolidity, and his legs, whether from weakness or whatever cause, were not made much use of.

Rounds 9 and 10.—The apparent condition of Ross was not standing to him as it should have done, and there was much more buoyancy, elasticity, and grace about Austin, whose face was regaining the smile it had worn on his first appearance. Ross preserved a grim and business-like demeanour, and as Arthur slipped back he followed close and planted a couple of good lefts on the smiling visage. Yells and shouts were again the order of the hour, as the Ross party imagined their man had things going his way. The advantage was short, as Austin ducked under his arm and shouldered him back as though he were a shuttlecock. Another tussle on the ropes called for the interference of the referee, and a couple of body blows ensued. "Downstairs, Arthur," called his seconds, yelling above the prevailing din, and in response he drove a right for the ribs. Ross tried a chop across, but it went too far to be dangerous, and the men were standing out when corners rang. After a time the judges both came to the conclusion that another round of two minutes was necessary to enable them to arrive at a decision.

Round 11.—After two minutes' rest they were again sent together, and here Austin for the first time gave full play to his great strength. "Right in, Arthur, no delay," came his adviser's order, and, dashing straight into the Ross corner, he carried out his instructions. Bang came both hands, first straight and then across, as Ross attempted to retaliate, and a vicious upper-cut sent Jim staggering weakly backwards. As they clinched, and the referee separated them, Austin would bore in again, and so, amidst the plaudits, shouts, and cheers of the audience, ended the contest for the amateur championship. The last round had been so decidedly one-sided that the unanimous verdict of the judges in Austin's favour was anticipated. "And I entirely agree with the decision," said Referee Welsby.

My comment on the contest, penned at the time, was as follows:—"The contest, judged from an amateur standpoint, was a really good one, determination and fairness being its chief characteristics. For science and tact the palm must go to Austin, though his game opponent had nothing to be ashamed of. Personally, and without prejudice, I am inclined to think that Austin had a trifle the best of it at the end of the tenth round, but the extra round placed the matter beyond question. As soon as he could be heard above the din, Austin explained that he had only consented to the meeting because it had been whispered that he was afraid of Ross, and, having secured one verdict over him, he did not care to give him a return match. Though the exigencies of his business prevented him from training properly, he had agreed to the return, and was proud to have repeated his previous victory. He, however, did not intend to box again, and Mr. Ross, against whom he had no ill-feeling, was welcome to the title of champion if he cared to defend it. The men, having shaken hands, retired to their dressing-rooms, and, after bathing, Ross went to Austin's room. Here, after another handshake, Ross expressed himself as satisfied that the ver-

dict was a just one, and that he had been up against a better man. This manly admission brought forth three cheers from those who heard it, followed by three more for the winner."

And so ended the only battle for the actual amateur championship of Queensland which has ever taken place. As anticipated, the club reaped a good profit from the match. It was the principal fistic event in the lives of both men, and is likely to remain so, for Austin will no doubt abide by his decision to place business before all things; and Ross also has made his last appearance in the ring. "Bluey," as his old chums termed him, has taken unto himself a life partner, a match upon which his heart had been as longingly set as it had been on the one with Austin, and one which all who know him will unite in wishing him success and happiness in. Jim is making good progress in his work at the Government Printing Office, where he is universally respected.



SOME LITHE LITTLE FELLOWS—

BANTAM AND FEATHER-WEIGHT CHAMPIONSHIPS—G. BAGLEY—THE BROTHERS DOWRIDGE - LIKE FATHER LIKE SON.

ENCOURAGED by the success which had attended the contest last related, the committee of the Gymnasium soon began to look around them for further talent with a view to promoting further competition. Nominations were therefore called for tournaments in all classes, from bantam weight upwards. The effort proved unsuccessful only as far as the heavier classes were concerned, there being hardly any response from the light or middle weights, and none at all from the heavyweight class. Greater success was attained, however, with the bantam and feathers, and small trophies were at once arranged for. This being the first occasion upon which the club had promoted competition in the lighter classes, there was some little doubt expressed at first as to the probable success which would attend them, but the outcome proved all fears groundless. As is almost invariably the case, the little fellows did not draw such big attendances, but another invariable rule was also exemplified—namely, that lads in the lighter classes put up faster and more brilliant contests than the bigger-framed and heavier boxers. The 9st. tournament was the first decided, the date selected beisg the 1st September, 1898.

The Brisbane Gymnasium was well filled that night with an audience representative of some of the best classes in the city, and the gentlemen were well re-

warded for their attendance by the excellent bouts provided by the competitors in the tournament, promoted by the club to decide who should be entitled to be dubbed amateur champion featherweight of Queensland. The arrangements were most complete; a capital raised stage bearing a 20ft. ring being provided, and with comfortable seats and plenty of light, in one of the cosiest little gyms. in Australia, people were perforce content. The officials selected to govern the competition were Messrs. H. Perry, referee; E. Winter and T. Welsby, judges; J. Boyd, timekeeper; and A. E. J. Austin, 10sec. check. It was arranged that the preliminary bouts should be of six rounds, under Queensberry rules, the only variation being that the rounds should be of 2min. duration, in consideration for the youth of the competitors, and to prevent any possibility of injury through over-exertion. The names first drawn from the hat were J. Craig and Wm. Tait.

These lads took the boards with a lively and confident air, Tait looking much the heavier by virtue of a splendidly-developed torso that many a professional athlete might envy. As soon as the gong sounded they banged into each other for all they were worth, and a most exciting, if unscientific, bout was seen. Tait used his weight to good purpose, and at the end of the round appeared to have a bit the best of it. The second round opened with a renewal of Tait's rushing tactics, but Craig had evidently received some good advice when in his corner, for he met his worrier with good and true left punches that soon put a different complexion on affairs. The pace was maintained, however, and at the end of the round there were still two in it; but before the minute's rest had expired the towel went in from Tait's corner. Craig the winner. Tait afterwards explained that he was feeling the effects of an old strain when he gave up.

J. Dowridge and G. Pascoe.—These were the next two names drawn, and the character of the event was very different. Pascoe stood well over his man, and had all the advantages of height and reach, but he had bumped up against as pretty and clever a little amateur as Queensland possesses, and certainly the neatest in the tournament. By the end of Round 1 Jack had his opponent's measure, and from this to the end his display was excellent, with head, hands, and feet, though there certainly seemed a lack of weight in his deliveries. Pascoe was in it, however, for all he was worth, and kept his end up gamely to the fourth round, when his seconds betokened his retirement in the usual way. Dowridge the winner.

G. Bagley and S. Tait were the next pair to meet, and, though there was little difference in their actual weight, Tait was much the taller. His build was slight, however, while Bagley was more compact and nuggety. Very early in the bout Bagley evinced the possession of a capital left hand, which he used to good effect, and at the end of the second round he drew a tinge of red from the nose of his opponent. In the third round Tait showed to better effect, doing more leading and evincing an improved defence. It was not of long duration, how-

ever, and the fourth round saw him again falling very far back in points; and, the ruby from his nasal organ having been accidentally smeared over his face, he looked worse than he was. At the end of the round he "turned it up," and the applause was equally divided between the game loser and the confident and hard-hitting little winner.

This ended the first rounds of the competition, and while the draw for the next round was taking place, and the lads given an opportunity to rest, Messrs. Jaap and Harden contributed pleasing vocal items. Mr. P. Lane, captain of the N.S.W. football team at that time visiting Brisbane, then took the boards for an exhibition of fancy skipping, and this being a novel item for Brisbane audiences it was greatly appreciated. Mr. Lane acquitted himself well, and looked in fine condition. The draw resulted in Mr. J. Craig securing a bye, which he boxed with Mr. W. Dowridge. The latter displayed a neatness and quickness which could only be the result of good tuition and natural aptitude, and he looked as though, with a little more weight behind him, he could have beaten his opponent. Craig, however, had sprained a thumb in his previous encounter, and this prevented him from showing at his best.

G. Bagley and J. Dowridge.—These two were left to complete the second round, and decide who should have the honour of competing in the final with Craig, and the bout which resulted was the last and best of the night. As they took the centre for the first round a consideration of their style and attitude placed Dowridge in front before a blow was struck. He stood with weight well-balanced on both feet and guard close, but legs rather too much bent. Bagley spread his legs too much, and the weight of his body was unduly cast upon the right leg, and the head thrown too far back. He was willing, however, and persistent in his lead, his left hand being continually in evidence. Dowridge throughout displayed a nice defence, blocking well with both arms, and being quick to get out from his opponent's lead. Bagley had to be cautioned on several occasions for screwing in the clinches, but it was rather the fault of ignorance than intent. At the end of four splendid rounds it looked slightly in Dowridge's favour by virtue of the points named, but in the fifth round Bagley's continued forcing evened matters up, Dowridge boxing carefully, and more as though going for a prolonged event. In the sixth round Bagley pelted in from the jump, and, though no damage was done, the intention was there, and the judges both decided in his favour, though admitting that their task was a difficult one. It was then arranged that Bagley and Craig should contest the final on the night of the 6th, the winner receiving a trophy and the title, and the loser a trophy. The committee were so pleased with the Bagley-Dowridge display that it decided to award the loser a consolation trophy valued £1 1s. On the night of the 6th also it was decided to put on the bantam (8st. 2lb.) tournament in conjunction with the 9st final.

Brisbane's genuine supporters of sport were again in evidence in large numbers at the Gymnasium on the date mentioned. The conditions of the contests were as previously—six two-minute rounds for the first bout, and eight two-minute rounds for the final. The officials selected by the club to govern the contests were Messrs. H. Perry, referee; E. Winter and E. Colclough, judges; J. K. Boyd, timekeeper; and Storer, 10sec. check.

Masters Heatherington and W. Dowridge.—There were four entries for the bantam tourney, and the draw resulted in Masters J. Heatherington and Willie Dowridge facing the music first. There was a great contrast between the size of the lads, Dowridge looking little more than 6st., while his opponent was right up to the 8st. 2lb. limit, and fit. The little chap was in no way discouraged, however, and the way he walked around and into his man was a treat to witness. His style and action was so swift and graceful that it would have been hard to realise that this was not an old pro. in action but for his small form and baby face. He had a sturdy lad against him, however, who fought every inch of the ground with him, and by virtue of superior weight and strength alone he drove the little chap back. For the full six rounds the boys kept up a rapid pace, and as they retired to their corners at each round the applause was deafening. At the conclusion both judges agreed that Heatherington had "just won," and, however just this may have been, those present could not help but feel sorry that the gameness and cleverness of the smaller lad had not secured for him the award.

Masters J. Dowridge and J. Slattery.—These were next pitted against each other, and two rounds were smartly contested. Dowridge showed himself far too clever a general, however, and at the end of the time mentioned Slattery's seconds skied the towel. Dowridge the winner.

FEATHERWEIGHT CHAMPIONSHIP.

The final of the featherweight tournament was next decided, the contestants being Masters G. Bagley and J. Craig. This bout was without doubt the event of the night, and hard and bitterly was it contested from the order to shake hands right up to the end of the eighth round. When on the scales there was found to be only a few ounces difference between them, but Craig had an advantage in height. He lost this, however, by an ungainly bending of the legs. Bagley scored well with his left in the opening round, but in the next he did not show to quite as much advantage, Craig coming in to him, and thus avoiding several slashing sweeps, which, had they landed, would have eased the minds of the judges. Craig took a turn at leading in the third round, stamping his foot excitedly as he swung. No damage was done up to this, but a little later Craig showed traces of several good left visitations over one of his organs of vision. At the end of the sixth round the bout was Bagley's, but in the seventh and eighth Craig suddenly awoke

to the fact that he had a left hand, and so well did he use it that he soon had Bagley's nose bleeding, and by the end of the last round the question of the award became one requiring some consideration. One of the judges decided that the points were equal, while the other considered that Bagley had had a little the best of it. The referee, in deciding, said he considered the lads had displayed equal courage, and in the actual boxing there was little to choose, but the advantage must rest with Bagley on the score of better style, attitude, and judgment. Master Bagley was therefore declared amateur champion featherweight of Queensland, a title which his tutor (F. Binkin) afterwards declared he was prepared to defend against any in that class.

A pretty exhibition of club swinging was then given by Instructor Wilkinson, followed by a lively exhibition between Messrs. J. Ross and F. Binkin.

BANTAM CHAMPIONSHIP.

Masters J. Dowridge and J. Heatherington then came on to box the eight-round final for this event. Heatherington had, however, received an injury to his thumb in his previous bout, and Dowridge walked around him in such a fashion in the first round as to convince him that he had no chance, and he gave up. Master Dowridge thus earned the title of amateur bantam champion of Queensland, a title which he is likely to retain for some time. In order that the public should not be disappointed at the shortness of the bout, Jack boxed four rounds with one of his chums, and a three-round bout between two friends closed a splendid evening.

It is hardly necessary perhaps to mention the fact that the Dowridge lads mentioned above are sons of the "Black Diamond" previously mentioned in this work. Their dad is proud of them, and rightly so, for they are smart enough to do him infinite credit, and their behaviour is beyond reproach.



AMATEUR CHAMPIONSHIPS FOR 1899—

FOUR TOURNAMENTS HELD.

IN June of 1899 the Club Committee began to bestir themselves in the matter of bringing off tournaments for the year's amateur championships, and trophies were offered for all classes, from bantam up to heavy weights. They were more successful than ever before in the matter of entries, all classes being represented with the exception of the heavyweights. The opening night was on Monday, 7th July, when the Gymnasium was well filled. The officers were Messrs. Winter and Welsby, judges; Mr. H. L. Nathan, timekeeper; Dr. Gowland, of the National Sporting Club (London), 10sec.

check; and H. C. Perry, referee. The bantam tournament was the first decided, and the bouts resulted in Arthur Forrest defeating Smith, and W. Dowridge boxing a bye with J. Pearce. In the final, the full eight rounds were boxed, and the judges differing in their opinion as to who had won, the referee declared in favour of Dowridge, who, therefore, holds the amateur bantam championship. The preliminary bouts in the featherweight tournament were then boxed, the result being that J. Dowridge knocked out W. Byrne in two rounds; G. Bagley outpointed T. Agnew; Burgess outpointed Kogler, and W. Smith boxed a bye.

The tournaments were continued on the 10th July, Mr. Norman Turnbull acting as referee, and Mr. J. E. Baines as timekeeper. The semi-finals of the featherweight tournament were first decided, George Smith being drawn against G. Bagley. The latter proved the better lad, and at the opening of the fourth round Smith retired, having injured his hand. J. Dowridge and Burgess were the next pair, but, the latter retiring, left Dowridge a bye. In the final between Dowridge and Bagley the lads evinced the possession of quality and skill which stamp them as amongst the best amateurs in their class in Australia; but the balance was strongly in favour of Dowridge, who at the end of the allotted eight rounds was declared the winner of the amateur featherweight championship of Queensland. In the 10st. tournament, Weston defeated H. Lawrence, and F. G. Birkbeck defeated A. Rogers.

Wednesday, the 12th July, saw the tournament concluded, the officials being the same as on the Monday night. There were three competitors left in to decide who should gain the honors of Queensland featherweight championship, and the draw resulted in E. M'Kenna meeting J. Weston, while F. G. Birkbeck secured a bye. The conditions of the contests were as before—six two-minute rounds in all but the final bouts, which were eight 2min. rounds.

The M'Kenna-Weston match proved exciting, and provided an unexpected finish. In the first round Weston's ostentatious left hand was used with excellent effect, and his admirers at this early stage predicted that it would enable him to win as it had done against Lawrence on Monday night. In the second round M'Kenna gave evidence of the possession of a strong right hand, which, though swung in a somewhat awkward fashion, had plenty of weight behind it, and red patches began to appear over Airey's—beg pardon, Weston's—ribs and kidneys. M'Kenna went to the ground from a clinch at corners. In the third round Mac flashed across the ring like a stone from a catapult, but Weston most inconsiderately got out of the way, and the ropes stopped the rush. They were both very excited now, and a deal of roughing resulted, bringing cries of foul from seconds, who were as excited as the principals. M'Kenna was bleeding from the nose at corners. The fourth round proved the last. Weston was apparently boxing with the better judgment, using his left hand, and on one occasion countering neat and hard on the mark. M'Kenna, however, would not be denied, and,

bustling in, Weston was forced down in a rally. He lay panting on the floor, while the seconds were ticked off, and was only attempting to rise when the "out" was pronounced. McKenna was declared the winner. It looked as though Weston had thrown away a winning battle, but when questioned afterwards, he said that his head had struck the boards, and, being partly dazed, he had not heard the seconds called. Birkbeck then boxed a bye with a young man whose name was not Jim Smith.

At a later period of the night, when the lads were rested, Birkbeck and M'Kenna met to decide the final bout. It was soon evident that both lads were dependent entirely upon their courage and not upon their skill, conditions which led up to an exciting, if not a pretty, display. Both started swinging wild rights before the first round was out, Birkbeck's being, if anything, the better directed. A clap on the mouth secured the honours of first blood for M'Kenna. In the second round the referee had frequent occasions to call, "Don't wrestle, lads." Birkbeck got in a well-directed right on the jaw, and, following it up with another, Mac. was compelled to erect a protecting palisade of arms around his head. Recovering, he got in a couple of good body blows before he went home bleeding and puffed. Right hands swung like windmills in the third round, and it looked like the toss of a coin who would get home first. Fighting like tigers, they completely roused the audience to a pitch of excitement before the fourth round was out, and it was evident that M'Kenna had a strong following present. M'Kenna appeared to weaken in the fifth round, Birkbeck using his left just a little to vary the monotony of right-hand smashes. M'Kenna's upper lip presented the appearance of a sausage as he faced up for the sixth round, and from this up to the end of the eighth round the excitement continued. Both lads boxed, or rather fought, like Trojans until the welcome gong sounded the end of the bout. Mr. Turnbull declared his inability to separate the lads, and called the contest a draw. The lads were quite prepared to box a deciding round, but the referee left the ring, and thus rendered it impossible. So, like the Kings of Barataria, the title lies between these two lads.

The aspirants for middleweight championship honours were W. Bertram, 11st 4lb., and R. Gallagher, 10st. 9lb. The conditions were best of ten 2min. rounds. Bertram had a pull in reach and height, but, notwithstanding this, it was predicted that he would be beaten by Gallagher, whose strong rushing proclivities would enable him to win. He did his best to act up to his reputation, but Bertram took things very coolly, and met the rushes with a good left hand. For three rounds Gallagher dashed and swung in well-meant and kindly effort to knock saucepans out of his opponent, but all to no other purpose than to damage his own features against the long chap's left hand. Neither showed too much condition, and in the fourth round the punishment received by Gallagher made him look very sick. A punch on the jaw sent him down for 8sec., and he rose a hopelessly

beaten man. Again he fell, and again he rose smiling vacantly, and the referee did the right thing by stepping in and saving him further punishment. Bertram the winner. This closed the carnival, and the amateur boxing champions for the year are—Bantams, W. Dowridge; feathers, J. Dowridge, jun.; lights, undecided; middles, W. Bertram.

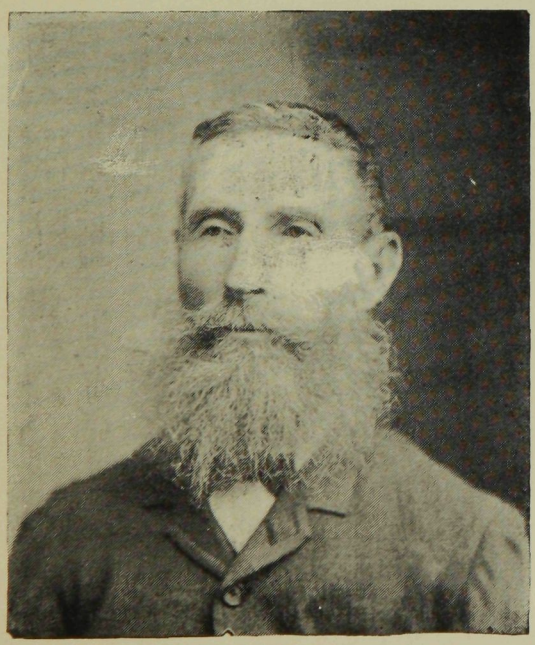
The quality of the material unearthed in the amateur championship tournaments was distinctly creditable, the lads almost without exception proving themselves the possessors of any amount of good British pluck, and several others, including George Bagley, evincing such skill as make them the peers of almost any in their classes, pick them where you will. In Willie and Jack Dowridge, the latter in particular, Queensland has a couple of amateurs whose equal at their respective weights will be hard to find. They are Queensland born, and we may well be proud of them. This may be safely taken as another knock-down blow for those who, in their ignorance, argue that Queensland is not a good place to rear athletes.



CONCLUSION –

THE financial success of their various entertainments and a growing membership resulted in the Gymnasium showing in their last annual report that the overdraft bogey had been reduced to the shadowy proportions of some £20. During the present year this was entirely wiped out, and a credit balance established. The year 1899 opened auspiciously, and energetic Instructor Wilkinson at once proceeded to inaugurate new ideas for the further success of the institution, including physical culture competitions, which are promising to be of great service to the members. Further boxing competitions are expected soon to take place, which I trust to have an opportunity of witnessing and describing on some future occasion. For the nonce we must bid this flourishing and admirable institution good-bye, feeling proudly satisfied that it is at last obtaining the recognition which it so thoroughly deserves, and after a long and hard struggle is at last floating safely in the calm waters of financial soundness. A parting tribute must, however, be paid to Mr. J. Campbell, sen., a gentleman to whose enthusiasm and liberality the Gymnasium owes much indeed. A relation of all he has done would be sufficient to fill a good-sized book, and, though he has more than reached the allotted three score and ten, he is still hale and hearty, thanks to the simplicity and goodness of his life. May he long be spared until the good works he will continue to do shall form a very substantial

supplement to the history of what he has already done. In closing, it is perhaps only fair to say that there are a number of contests which have taken place in Queensland, the records of which will not be found in these pages. The reason of the omission lies in the fact that in the majority of cases they have not been conducted by legitimate organisations, have been promoted from sordid and other reasons apart from the encouragement of pure sport, and where they purported to carry amateur championships the same were given without any right on the part of the promoters.



MR. JAMES CAMPBELL,
President of the Brisbane Gymnasium.



MR. T. WILKINSON,
Instructor to the Brisbane Gymnasium.

CAPTAIN GROSS,
Brisbane Grammar School.

GYMNASTIC INSTRUCTORS.

PHYSICAL DEVELOPMENT:

By T. Wilkinson,
Instructor to the Brisbane Gymnasium.

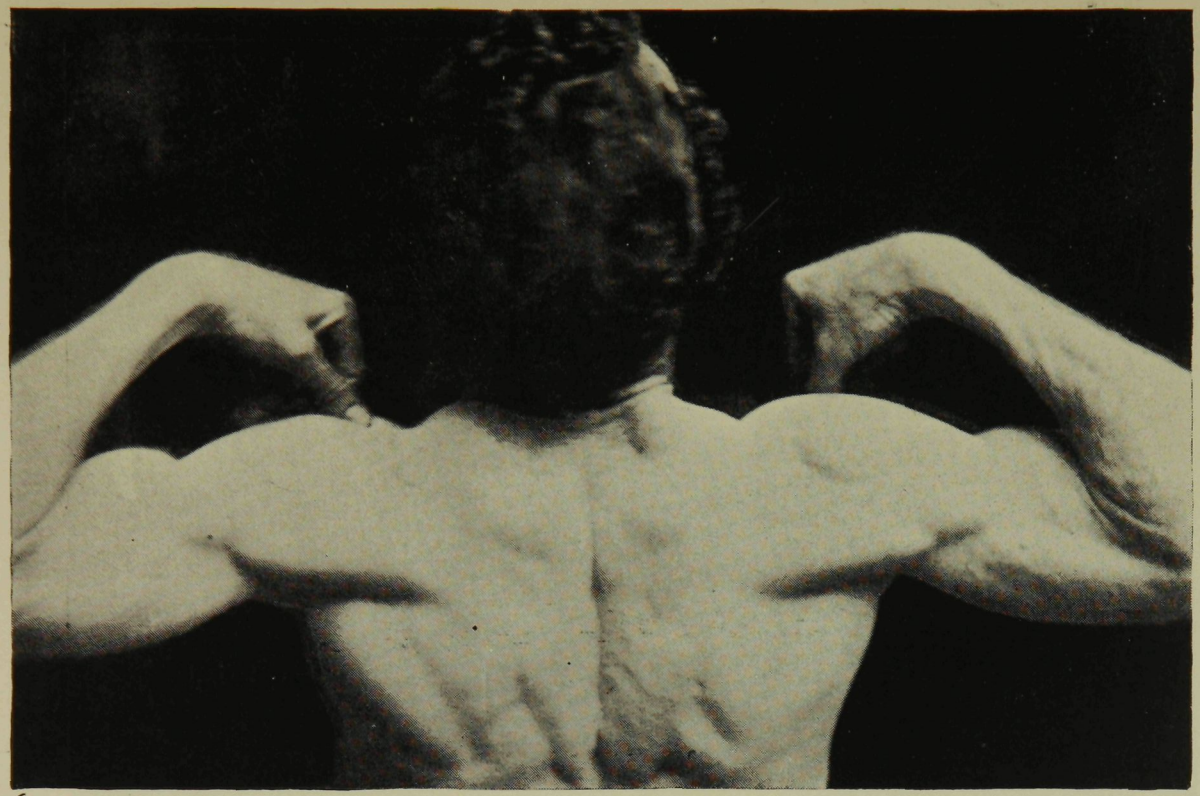
HAVING been for several years Physical Director to the Brisbane Gymnasium and other institutions of the kind, I have agreed to pen this short article in the interests of gymnastics, with the hope that it may lead to a more general acknowledgment of the benefits of gymnastic training. Gymnastics have at all times played an important part in the preparation of the athlete, and we read of the ancients attending the gymnasia at a very tender age under the guidance of masters or instructors, whose duty it was to train them for the public games, such as boxing, wrestling, the pancratium, and the foot race. The ancient Greeks recognised the importance of gymnastics mainly as producing independence and presence of mind as a direct outcome of superior physical development. They also recognised that the development of the mind should be balanced by corresponding attention to that of the body, for it is certain that mental exertion, unaccompanied by bodily exercise, is injurious to general health. It is a well-known fact that a muscle unexercised not only loses its power, but that it becomes changed in its form and consistence. This is plainly shown by the want of a clear outline, and by the diminution of its volume in its relaxed state. In the worst cases of continued inactivity the muscular tissue is changed into a flabby mass similar to fat. Frequent exercise increases the density of a muscle, so that even in a state of relaxation it has a degree of firmness which the unexercised muscle scarcely attains during its contraction. It must be remembered that development is a slow process; to attempt to develop the frame by exercise of a severe nature is the height of folly; to raise a pair of 3lb. dumbbells with straight arms ten times from the ground to above the head will strengthen a weak frame, to raise a pair of 30lb. bells once only would probably irreparably injure it. For growing boys and girls the necessity of systematic physical education is now almost universally recognised, although the carrying out of it leaves much to be desired. If only for this object, the establishment and public support of gymnasia should be considered a duty of the community. Not only to growing children, however, but to all classes the Gymnasium should appeal. Athletes desirous of keeping in good condition during the season when their special sport is in abeyance; footballers who want a training ground to enable them to bear without injury the strain of a hard match played once a week; swimmers who find the water too cold in winter; professional and business men whose hours of work preclude any other form of exercise; would all derive great benefit from the



HARRY ELCOCK. J. AUSTIN. MARK WILLIAMS.

Biceps, Deltoid, Latissimus Dorsi
Erector Spinae and Trapezius.

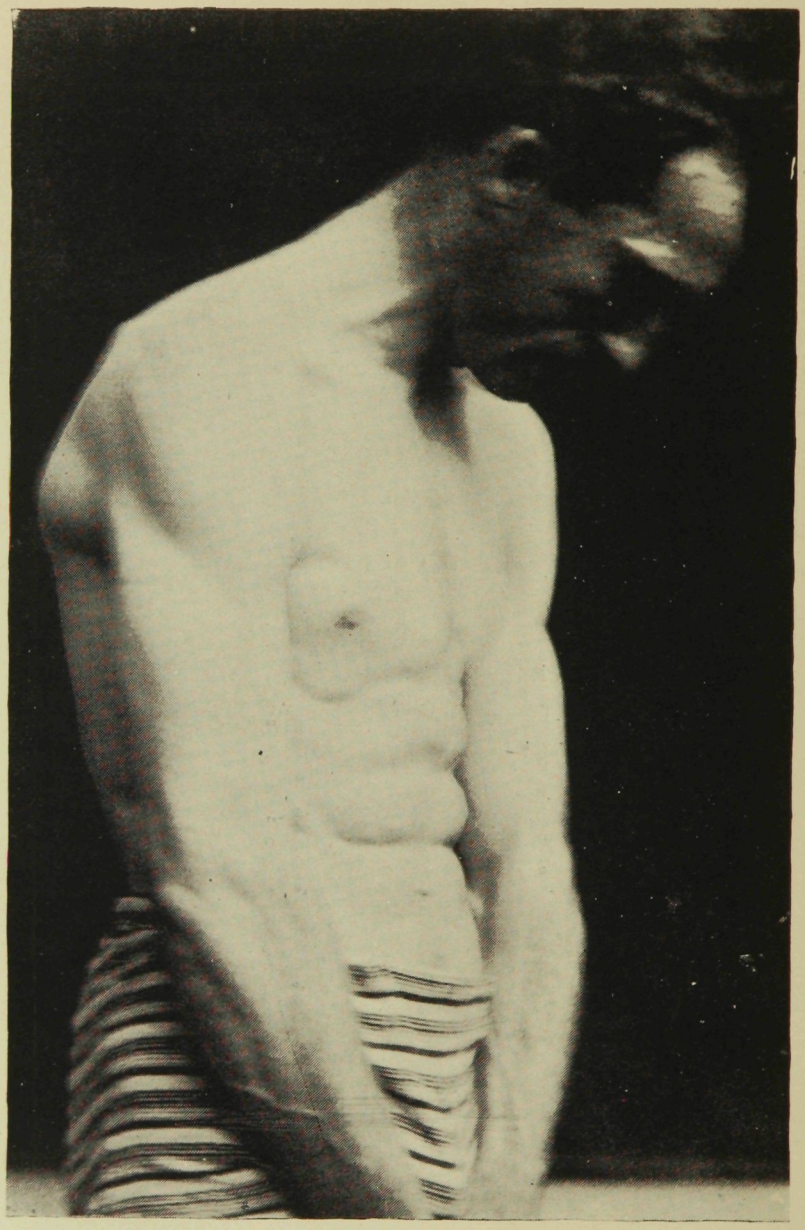
BRISBANE GYMNASIUM PUPILS.



R. G. CARTER.

Biceps, Deltoid, Latissimus Dorsi
Ereetor Spinae and Trapezius Muscles.

A BRISBANE GYMNASIUM PUPIL.



R. G. CARTER.

A BRISBANE GYMNASIUM PUPIL.

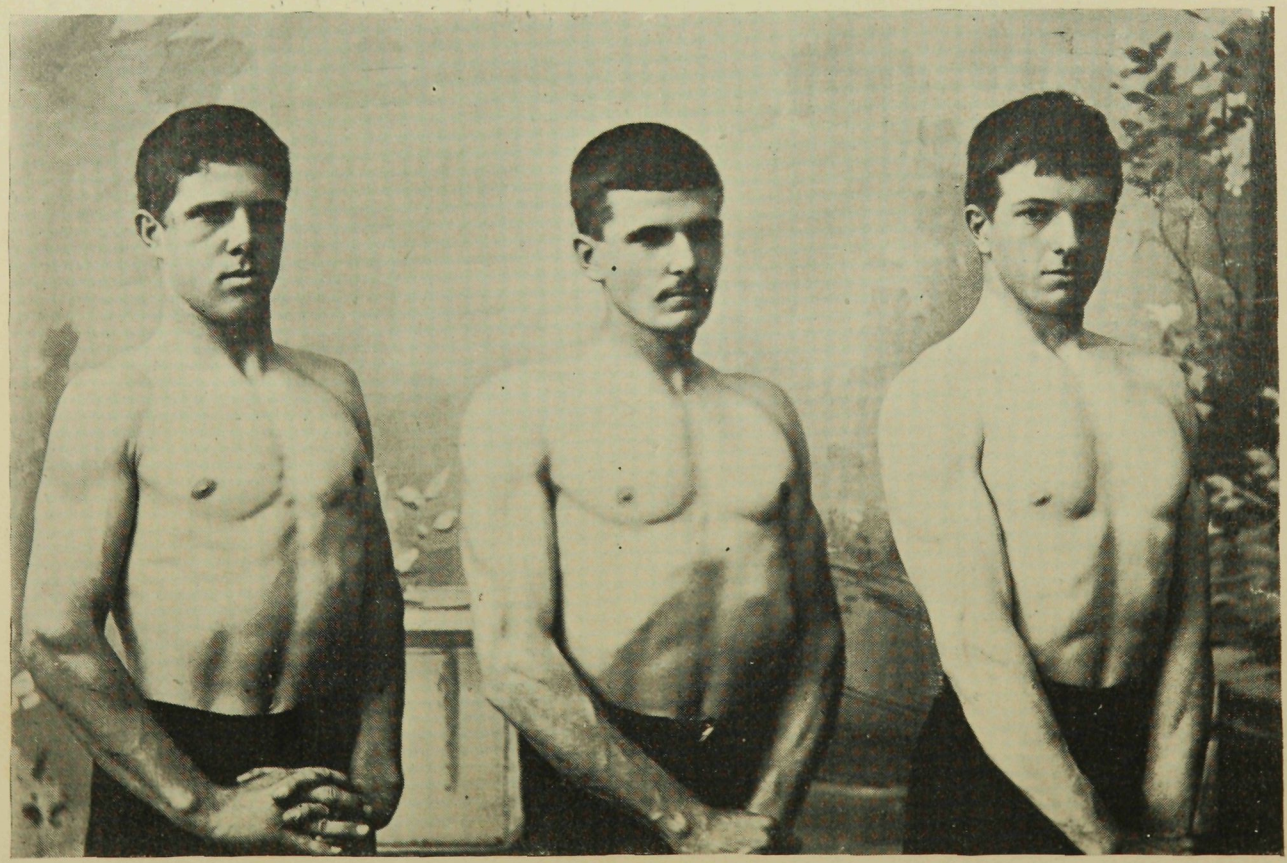
Abdominal Muscles

Gymnasium, and, in fact, there is hardly anyone who would not find there exercises and forms of recreation suited to his individual needs and degrees of strength.

Misapprehension certainly exists respecting the type of men who ought to pursue gymnastics. Men like Sandow and Sampson are wonderful in their strength as showing the enormous power that may be gained by constant and regular training in those cases where Nature itself has already laid the foundation for an extraordinary physique, but gymnasia are not primarily carried on for this class of men, but, as I said before, for those who are weak and wish to become strong, and whose avocations and opportunities do not give them a chance of becoming properly developed, and who by sitting at a desk or standing at a counter all day long are slowly deteriorating the British race. On every ground the Gymnasium has the highest possible claim for support; the instruction gained at such an institution I am certain forms an elementary basis not obtainable elsewhere. In a well-managed gymnasium is found an endless variety of exercises that teach proper action, develop any special muscle, and give strength and endurance to the weak frame; thus a man with weak pectoral muscles will be directed to do plenty of work requiring downward and inward pressure with extended arms on the rings, with clubs or dumbbells, while his abdominal muscles are strengthened by raising the legs forward, sideways and to the rear, also bending the body in all directions, the feet being kept firmly together. Similarly, any other set of muscles may be made to undergo special training, without thereby fatiguing or overworking any part of the body, and how far some at least have succeeded may, without further comment on my part, be seen during any practice evening at the Brisbane Gymnasium and from the photographs appended with this article. In the first group shown are three men whose muscular development from a back view is excellent. They owe their development principally to gymnastics. The two men on the left, Messrs. Elcock and Austin, are enthusiastic parallel bar workers, to which piece of apparatus their best thanks are due. The man on the right, Mr. M. Williams, is comparatively a novice, whose muscular development has been gained very rapidly and by consistent practice on all-round apparatus. All three are good specimens of physical culture, and for their years, weight, and height compare favourably with any I have seen. It will be observed the biceps, deltoid, lattisimus dorsi, erector spinæ, and trapezius muscles stand out very prominently.

It would be superflous to specialise any particular apparatus as being solely responsible for this development, as the parallel bars, horizontal bar, Roman rings, chest expanders, dumbbells, and Indian clubs, etc., have all contributed their quota to produce this splendid result.

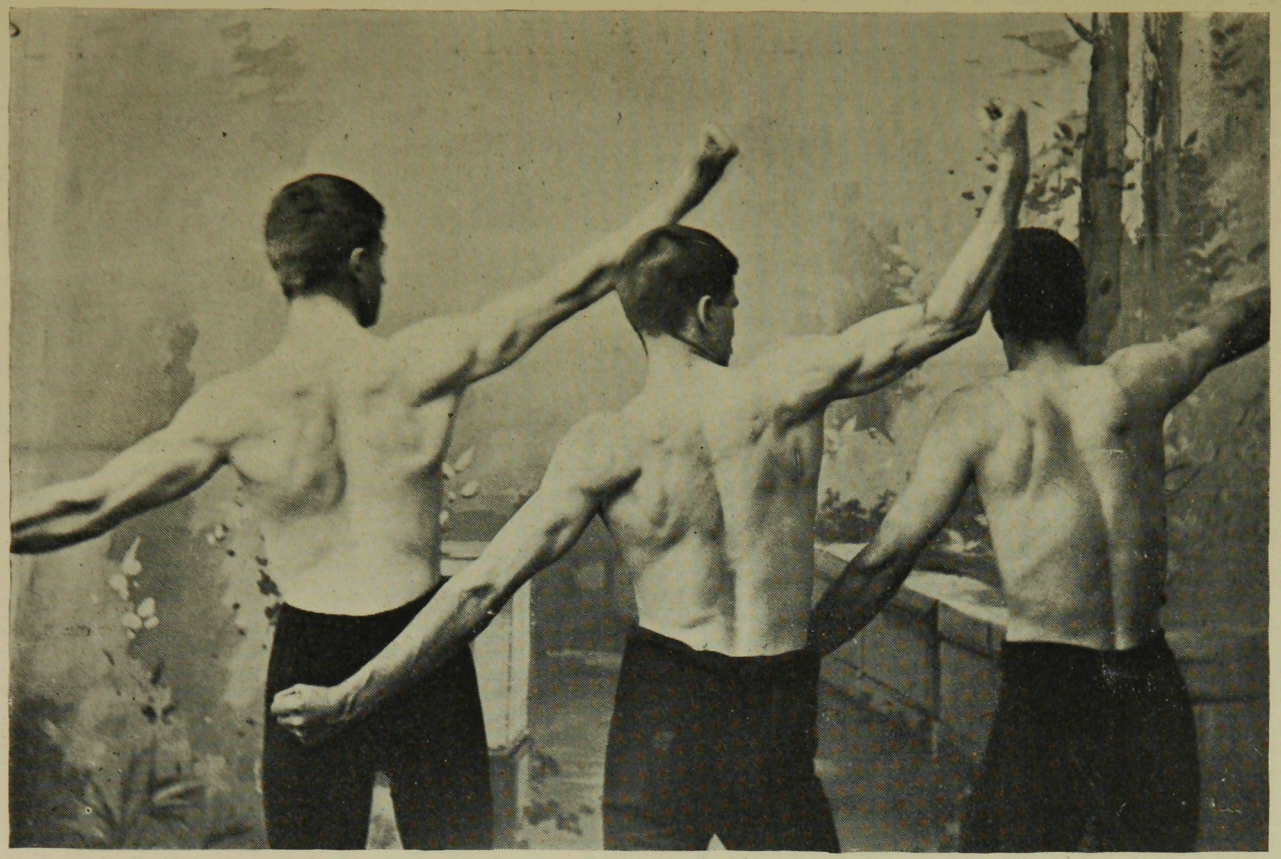
The next photograph (No. 2) represents Mr. R. G. Carter, a one time prominent member of the Brisbane Gymnasium, to which institution he owes his development. Biceps, deltoid, and latissimus dorsi are especially prominent, while in the third photograph the abdominal muscles are splendidly developed, and



ERIC McCONNELL H. MARTIN V. McDOWALL

Pectoralis Major Muscles.

BRISBANE GYMNASIUM PUPILS.



Latissimus Dorsi Deltoid Triceps.

BRISBANE GYMNASIUM PUPILS.

compare with the best I have seen, professional or amateur. Mr. Carter differs from the three men previously mentioned, inasmuch as he suffers from weak wrists, and cannot work on the parallel bars or the "German" horse. His particular apparatus are clubs, dumbbells, horizontal bar, and Roman rings.

No. 4 photograph represents three ardent and enthusiastic gymnasts, whose development has also been gained in the Gymnasium. Messrs. M'Connel and M'Dowall commenced their gymnastics when attending Mr. W. Marks' Bowen House School, and continued it when at the Brisbane Grammar School. Some praiseworthy reference is due to Mr. W. Marks for the support he has always given to gymnastics. Mr. H. Martin, centre man of the group, commenced his gymnastics only recently, and is another example of the benefits of gymnastic training, besides being perhaps the most capable leader in the Gymnasium. The pectoral muscles, depth and width of chest, cannot fail to attract attention, while the beautifully rounded shoulders, such as can only be obtained by hard and consistent exercise, must strike the casual observer as far beyond the average.

No. 5 photograph represents the same three subjects in different positions. The attitude is certainly not so good as No. 1 photo. for the display of muscle generally, but of the two it is preferable for showing the biceps to advantage, in consequence of the arms being straightened.

At the great German Gymnastic Festival, promoted by the German Gymnastic Federation, held at Hamburg in July, 1898, a wonderful sight was to be seen, where from 2000 to 5000 gymnasts performed simultaneously, mass and extension exercises and from 50 to 100 teams working on 20 to 30 pieces of apparatus. Those who saw that huge assemblage of gymnasts are not likely to forget the impression left on their minds, and no pen could give a true picture of such a sight.

To those who reside in the country or who are prevented by any reason from attending at a gymnasium, it might be as well to draw attention to the fact that Messrs. Noble & Co., of Queen Street, Brisbane, are the sole agents for the Sandow Exerciser, particulars of which will be found elsewhere.

Gymnastics in the colonies are slowly but surely advancing, and let us hope before long they will be compulsory in all public schools. It is absolutely necessary that the generations who will follow us should maintain that standard of physical development that enabled our forefathers to build up such a magnificent nation as Australia. If we pay due attention to this, the sons of Australia are not likely to deteriorate either mentally or physically, and let us never forget that "a healthy body produces a healthy mind."

AMATEUR PEDESTRIANISM:

BY

MR. W. B. CARMICHAEL.

ALSO AN ARTICLE ON

"BEST METHODS OF STARTING,"
"HOW TO TRAIN," &c.

BY

MR. C. CAMPBELL, Maryborough,

Australasian Champion, 1897—99.

A COMPLETE RECORD
OF ALL INTERCOLONIAL AND PEDESTRIAN EVENTS
IN THE COLONY SINCE THE
YEAR 1873.

Queensland
Amateur Athletic
Association.

28th September, 1899.

Messrs. H. J. Diddams & Co.,
Publishers "Athletic Queensland,"
Brisbane.

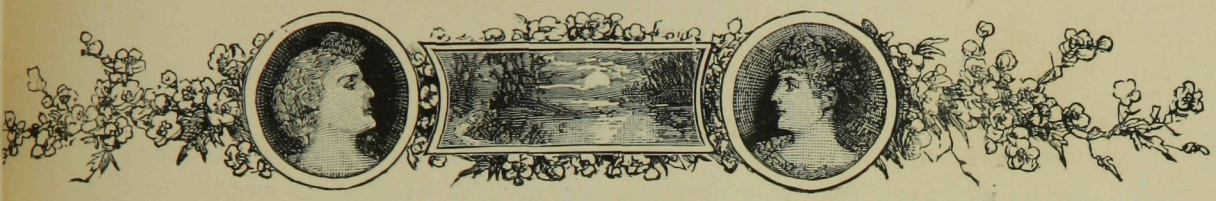
Dear Sirs,

On behalf of the Committee appointed by the Queensland Amateur Athletic Association to revise the Athletic portion of your book, entitled "Athletic Queensland," I have now much pleasure in informing you that they are perfectly satisfied with the portion mentioned and also wish me to state that they think the work is a most creditable production. I am now directed to state that the patronage of this Association is granted thereto.

Trusting your venture will be a success in every particular.

Yours truly,

W. C. PRITCHARD,
Hon. Sec. Q.A.A.A.



PEDESTRIANISM

AMATEUR PEDESTRIANISM IN QUEENSLAND.

By W. B. Carmichael.



PEDESTRIANISM in Queensland, as everywhere else, is one of the most popular forms of outdoor sports, and has taken a strong hold on our colony, especially in the metropolis—Brisbane. This particular form of athletics, although not building up the body to such an appreciable extent as other sports, notably Rowing and Boxing, is yet of the greatest benefit to our youth and early manhood, and is undoubtedly more suitable to the bulk of young athletes. The reason for the great amount of popularity which Pedestrianism enjoys is not hard to find. The sport itself is not expensive to the competitor, and the number of handicap events renders it one of the easiest branches of athletics to follow. If a man cannot attain championship form, he always has a chance in handicap events. If one distance does not suit, other distances will be found to his liking, the general sports programme being so diversified. Then again the opportunities of competing are fairly frequent, so that the aspiring runner does not lose his enthusiasm by tedious intervals between race meetings. Another and probably the most important point is that an iron constitution is not absolutely necessary to gain a moderate amount of success. To a growing athlete it is imperative that he should not overtrain, and there is less likelihood of that in Pedestrianism than in almost any other sport. The

general run of peds. train themselves, and consequently know or ought to know when they have had enough, and when to ease off in their work. How very different is the case of a man training for a four or eight-oared race. If an individual feels that he is getting fine, he is afraid to say so for fear of being considered a non-stayer and of probably breaking up the crew. The consequences may be very injurious to his health, but his chances of being selected on a future occasion would be greatly lessened by such an admission. The ped., having no one to consider but himself, is infinitely better off, and can regulate his work to his condition, without of course allowing laziness to overcome determination. There is no branch of athletics where ability varies so much as in Pedestrianism, and it is peculiarly interesting to note the build of some of the champions. It has been said of horses that they gallop in all shapes, and the same can be truly said of runners. Men who look top-notchers over any distance are found to be sprinters only. Others, apparently non-stayers, turn out to be distance runners. There is in the majority of cases absolutely nothing to indicate a pedestrian's powers if he be of moderate build.

Nearly every runner has his own mode of starting, and this is of as much importance as his training. In fact it should be made one of the essential points of his daily exercise that he get accustomed to starting by pistol report—then in the actual race he will have no new experience to face, and the chances are that the often fatal mistake of overstepping the mark and being penalised would be avoided. Too many of our crack athletes have lost their chance in a race in this manner, every break meaning an extra yard to be made up. The experienced man, although on the alert, patiently awaits the pistol report, not allowing his anxiety to dominate his discretion. To those desirous of obtaining the best possible results from their individual powers, I strongly recommend the careful study of Mr. Charles Campbell's article on another page. Mr. Campbell's successes in the Australasian championships and other grand performances over all distances, stamp him as an athlete who has thought out every race, and his advice therefore is of the greatest possible importance.

In our colony, with its large number of towns, there are practically only three places where pedestrian meetings are held under the control of the Q.A.A.A.—Brisbane, Toowoomba, and Ipswich. Those large towns and centres of population where proper clubs do not exist should not fail to push matters forward to that end, as many a man loses his amateur status through unthinkingly competing for small money prizes. In most of these outside contests men compete more for the love of sport than for the cash reward. There is that restless physical energy about our race which must

have some outlet, and what is more natural for the aspiring youth than to have a "go," at about the only athletic event in his way.

Queensland athletes were very dilatory in forming a properly constituted body to govern pedestrianism. Although large and important sports gatherings had been regularly held during the 80's, it was not until 1890 that an Amateur Athletic Club was formed, and that for the purpose of sending a small team of athletes to Sydney. This club was composed as followed:—Messrs. E. J. Stevens, M.L.A., Thos. Finney, T. S. Pratten, F. C. Lea, G. H. Pritchard, J. A. Hayes, A. E. Stacey, and H. L. Nathan, hon. secretary and treasurer. Unfortunately it was allowed to die out after the championship meeting. The delay in re-forming and Queensland's backwardness in this branch of sport as compared with our southern neighbours was principally due to the fact that our athletes have not had the same facilities as regards the number of sports grounds that have existed in the south for many years. Older settlement has also done in the other colonies that which still remains to be done in Queensland in the way of providing more opportunities for earning distinction in competition, and the fact has also to be considered that a larger population provides a bigger stock to select from when it comes to the question of settling intercolonial superiority.

In the necessary work of extending the number of our recreation grounds the brunt must be borne by our athletic clubs and organisations, whose very existence and recent rapid growth is a strong argument in favour of increased facilities. To them must also be left the work of arranging inter-club and other competitions with a view to working their members up to such a standard that they will be able to hold their own with the picked men of the other colonies.

The first pedestrian events in Queensland that would be of any interest were those held by the old Brisbane Football Club in the early 60's. At the conclusion of the football season the sports were held as a grand finale. Considering that our fleetest runners have nearly all been culled from the footballers' ranks, the idea of holding these sports was most commendable. In the early days of Queensland's athletic history the records are unfortunately not very complete, but systematic hunting up and interviewing has unearthed a great amount of interesting detail. The great matter for regret is that the times for the bulk of the events were not taken, and many that were are not reliable. The times are here recorded as given by the official timekeepers. In this history space will not allow nor is it necessary to enter into or deal with obscure sports meetings.

The Brisbane Football Club sports were held with regularity from a very early date, but the results were but irregularly chronicled. The

sports on September 5th, 1868, were very successful, the crack runner of that time being Mr. J. O. Bourne, now Registrar of Titles, who annexed the 100 and 200 yards flat handicaps from scratch, the time for the first event being a little over 10sec. The 400 yards handicap was won by Mr. M. A. Harris, now clerk of the Ithaca Shire Council, Mr. Bourne being scratch and showing up well towards the finish. The standing long jump was won by Mr. C. Highfields, well known in mercantile circles. Messrs. Bourne and B. Carver won the manx race. The latter gentleman was accidentally drowned in the Pine River some years back.

A private match held about this time caused some excitement, it being between Mr. Bourne and Mr. H. Lynch. The distances were 100, 150, and 200 yards, and the first-mentioned gentleman won each event easily.

J. Norris L. Board E. C. Walley R. R. Davidson
Robt. Philp A. J. Thynne B. Carver



J. O. Bourne Con. Taylor
C. S. Miles J. Darley J. Upward D. Sefton

PIONEER ATHLETES OF QUEENSLAND.

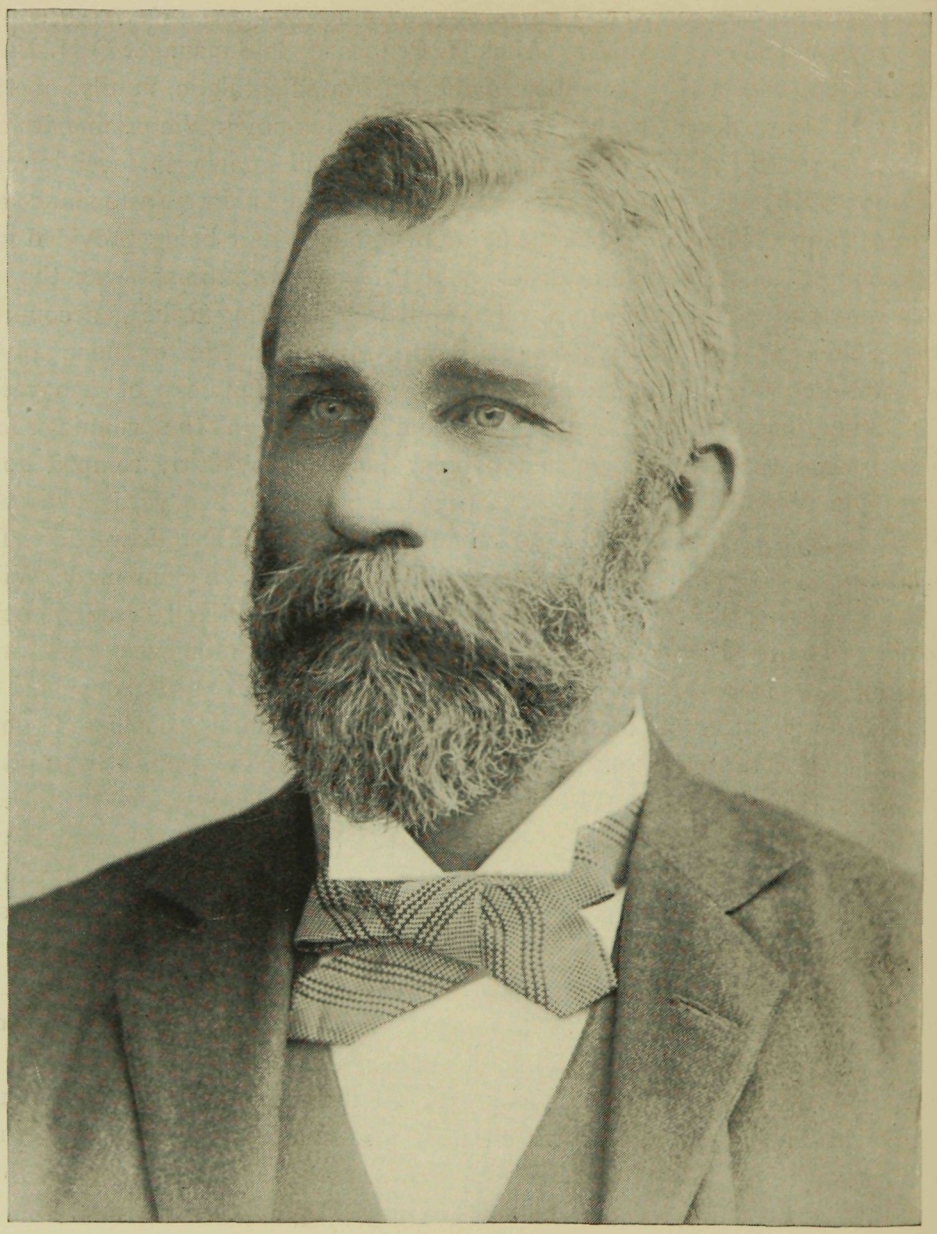
Amongst other pedestrians competing at this time were Messrs. D. Sefton, of the Commercial Banking Coy. of Sydney, an exceptionally fast runner; Herbert Rogers, son of the actor of that name and father of the present proprietor of the *Gympie Times*, and Messrs. H. Lynch, Timmins, and Pascoe. At a sports meeting held in the Queen's Park in 1868 in aid of the fund for the sufferers by the Maitland floods the three latter-mentioned pedestrians competed. The Queen's Park and the Green Hills Reserve were the recreation grounds, the latter being the site now occupied by the Roma-street Railway Station and Albert Park. This ground was originally intended for a sports and recreation reserve, but the flat portion was utilised for railway purposes.

In 1873 the Brisbane Football Club held a most successful gathering and I am indebted to Mr. J. O'Neil Brenan, now Immigration Agent, for some very interesting details in connection with this and the suceeding meeting in 1875. Mr. Brenan says : " In those days the Brisbane Football Club was the only Association of its kind in the city and the gatherings were specially held in order to dispose of the surplus funds of the Club, which

had so accumulated that it became a question between eating them off in dinners or running them out in prizes. Among the winning competitors at the 1873 meeting were Messrs. Alick H. Pritchard, late manager Q.N. Bank, Charters Towers, and a member of the celebrated athletic family of that name ; J. Upward, a brother I think, of the ex-crack Victorian oarsman George Upward ; and F. G. Hamilton, now well known in legal circles. The 1875 gathering was a great success, there being a large attendance and spirited competition, the public being admitted free, and being provided with programmes. Mr. John Macalister, now P.M. at Muttaburra, won the 100 yards race and the High Jump. The-well known Pring Roberts accounting for the kicking the football competition. Mr. John Morton, one of the club well-known playing members, won the Club Handicap of 220 yards. Eric Scott, now Dr. Scott, defeated Tom Welsby in the running long jump, while the well-known and popular Jack Devoy fairly romped home in the 200 yards Hurdle race. The Juvenile handicap, 220 yards, was won by E. O'Doherty, now known to all in Brisbane as " Dr. Edward." The Member's Cup handicap, 440 yards, fell to the late lamented Willie O'Doherty, who was the hero of this occasion, J. O'Neil Brenan being second. Willie O'Doherty also accounted for the 1 mile event and with J. Guthrie won the Manx race. The course was a 220 yards ring and the times throughout were for the condition of the ground considered good. The prizes for the 1875 meeting were distributed on the ground by a pretty little child (Miss Gertrude O'Doherty) from the vantage-ground of a lawn roller, while her worthy father, the veteran Dr. K. I. O'Doherty, who is still amongst us hale and vigorous, accompanied the presentation to each winner with such genial, kindly and felicitous remarks as made the awards still more acceptable."

In 1874, the Caledonian Society sports were the attraction of the Queen's Birthday. It was at the sports held in this year that Queensland's present Premier, the Hon. Robert Philp, made his name in the pedestrian world as a crack runner over all distances. Messrs. A. Meston and David Tait, both well-known citizens, also competed at these gatherings, running at the following year's sports. The Caledonian sports were continued until 1877, when the last of any importance was held.

The football sports conducted by the Brisbane Football Club (with that sterling sportsman Mr Tom Welsby as promoter) were again in strong evidence, and at the meeting held in 1880 it can safely be said that some of the finest athletes Queensland has ever produced competed, such cracks as Harry Pritchard, Dave Scott, Tom Pratten, Edmonstone Markwell, Tom Bond, Fred Marlow, Alan C. Wylie, Pring Roberts, and Tom Welsby being among the competitors. These men were the flower



HON. ROBT. PHILP.

A Pioneer Athlete, and Premier of the Colony of Queensland.

of Queensland's athletes, and considering the grounds on which they ran the times recorded are particularly fast. Tom Malone, the great Sydney professional runner, while on a visit to this colony, having had a few sprints with Harry Pritchard, openly stated that the Brisbane boy was one of the finest amateur athletes he had ever seen. An incident in Pritchard's career was his meeting the giant cricketer, George Bonnor (who was in Brisbane with the Australian Eleven on their return from the old country, and who had a good reputation as a sprinter) in a 100 yards handicap. Both men were on scratch, but the Queenslander was far and away too fast for the New South Welshman. The magnificent struggles between Messrs. Pratten, Pritchard, Scott and Marlow will never be forgotten by those who were eye-witnesses. Messrs. Pring Roberts and Ted Markwell were our champion hurdlers, and their game and determined finishes were the cause of great enthusiasm as both were deservedly popular athletes. Tom Bond was a crack distance runner, and in this respect has had few equals in our colony.

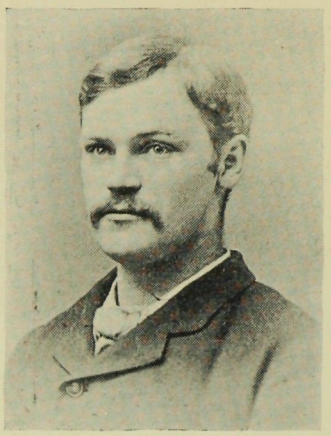
After the 1880 meeting, the football sports were conducted by a committee formed from the then existing clubs—the Brisbane, Wallaroo, and Excelsior. They continued regularly until 1888, when the last meeting under their auspices was held.

The Northern Rugby Union having now sprung into existence held a sports meeting in 1891, which was but sparsely attended, notwithstanding the excellence of the competitions. This was the only meeting held by that body—which to say the least is very unfortunate, as sufficient interest should be shown by the large number of footballers in Brisbane to ensure the success of an annual sports gathering.

Contemporary with the football sports, meetings were held by the Brisbane Bicycle Club, the Union Athletic Club, and other bodies, at which pedestrian events of importance were contested. The convincing grounds were principally the Toowong Sports Ground and the Union Ground, Bowen Bridge.

The Eight-hour Demonstration sports (originally held on March 1st and now on May 1st) and the St. Patrick's Day Celebration sports include amateur pedestrian events, and these gatherings are always favourably regarded by athletes generally, consequently large fields and good racing have resulted. Both these meetings were inaugurated in 1885, and are still important fixtures. At the former, the principal pedestrian events were the 1 mile eight-hour amateur championship of Queensland, the 150 yards and the mile handicaps. It is a matter for regret that the times for the mile championships were not recorded, the only exceptions being in 1893 and 1896, when Mr. Neil Ferguson and Mr. Chas. Campbell were the

respective winners, the latter's time being a record for the colony. The St. Patrick's Day sports included events over nearly all distances, the principal being the grand handicap, 150 yards. The 1899 meeting was made additionally interesting from the fact that an Australasian record for putting the 16lb. weight was established by Mr. George Hawkes.



THE LATE MR. R. P. FRANCIS.

The Brisbane Grammar School has been a great factor in the making of Queensland's amateur athletic history. Under their present head-master (who is fully sensible of the value in education of athletic exercises), the pupils of this school have had instilled into their early boyhood the first principles of manly conduct, the love of fair play, and the manliness to accept defeat in true British fashion. Many "old boys" will remember the frequent exhortations of Mr. Roe to esteem the laurel wreath of victory above all other considerations, and to consider the intrinsic value of a trophy as nought compared to the honor gained by a hardly-won victory. The annual sports meetings of the Brisbane Grammar School have been a feature of our city's pedestrian gatherings, and many a boy who competed for the first time in his school sports has subsequently developed into a champion athlete. These sports were inaugurated in 1871, and have been held regularly since 1881. The "old boys" are not forgotten, as a race is put on the programme for them, and they thereby pleasantly renew their acquaintance with their old school. Here it was that such athletes as the Pritchards, Prattens, Huttons, Dr. Hugh T. S. Bell (whose English as well as colonial feats are well known), the Stanleys, Eddie Kellett, the Francis's, the Isles's, E. F. Lord, W. G. Thomson, and others equally well known, had their first struggles on the racing track. The late Mr. R. P. Francis, whom all "old boys" remember with feelings of the greatest esteem, edited and compiled a very handy volume on the Brisbane Grammar School's athletic meetings and inter-school engagements. Mr. Francis started the Past Grammar School Football Club, and died in 1893 from exposure during the flood.

The various bicycle clubs have also done their share towards fostering amateur pedestrianism, and their sports programmes have generally included races for the devotee of the spiked shoe. A few pedestrian events nicely fill up the gaps between the cycle races, and render the gatherings more interesting to the spectators.

The Western Star Lodge, whose sports meetings are held at Sandy Gallop, Ipswich, on New Year's Day, have been responsible for the principal pedestrian meetings in that district. Well managed by an efficient committee, they have always attracted a large number of competitors.

The Brisbane Ambulance Transport Brigade hold an annual sports meeting with the object of raising funds for their institution. Next to the hospital this is the most deserving cause to which all athletes should contribute. The members of the brigade attend all race meetings, football matches, &c., and any accident occurring is promptly treated by them. Messrs. Wm. Welsby, J. F. Batson, and M. Baldwin are the executive officers of the committee who work up these sports, and they and their committee are to be congratulated on the success attendant on their efforts. Three meetings have been held, viz.: 1894, 1898, and 1899.

The amateur events run in connection with the Norman Sheffield Handicaps under electric light at the Exhibition Grounds, Brisbane, in 1889, gave pedestrianism a temporary boom. These meetings can claim to have attracted the largest number of entries yet received in Queensland for pedestrian events, no less than 145 accepting for the 100 yards event in August of that year. The downfall of these handicaps can be directly attributed to the large amount of betting indulged in, both by professionals and amateurs, a fact to be deplored.

Other sports meetings have been held at various times by the New Farm Cricket Club, Oddfellows' Society, Temperance Society, Queensland Scottish Association, West End Sports Committee, Australian Natives Association, Centennial Sports Committee, Coorparoo Cricket Club, Sandgate Football Club, Nundah Sports, Kedron Park Sports, Brisbane Sports Club, and other bodies. The principal events will be found in another portion of this work under the heading of Miscellaneous Meetings.

The Brisbane Hospital Sports Carnivals initiated in 1893 were the most successful gatherings held in Brisbane up to this time. They were inaugurated by a committee representing every amateur sporting body in the metropolis, and were the means of bringing southern crack pedestrians and cyclists to Queensland. The second and subsequent carnivals were intercolonial gatherings of great importance. At the 1894 meeting Mr. W. B. Alexander was the principal New South Wales representative. This gentleman now occupies the position of starter and handicapper to the New South Wales A.A.A., and is a hard-working enthusiast.

The carnival of 1896 saw the crack all-round athlete, Mr. M. M. Roseingrave, competing, and he gave the Queenslanders something to copy from his style of negotiating the hurdles. Among the other visiting com-

petitors Mr. F. Thomas, of the St. George Harriers, Sydney, was the most prominent, his forte being distance running.

The 1897 carnival was responsible for the advent of Victorian as well as New South Wales competitors, and the Queensland runners were forced to strike their colours to the representative of the former colony (W. C. Rowe) in the mile flat handicap, this being the only success gained by the visitors during the meeting.

The carnival held on July 30th, 1898, had on the programme an event the cause for which thousands of people deeply regretted, it being a race for the perpetuation of the memory of one universally loved, Dave Scott. Poor old Dave the previous year had run his last race, grim death winning the struggle. The sad event occurred at Thursday Island, Dave being on a health-recruiting voyage at the time. His old comrades in Brisbane decided that an event to be called the "Dave Scott Memorial Race," held annually, would be the most suitable means of keeping his memory green. For this purpose a sum was collected and lodged in the Government Savings Bank, the interest and additional money providing a good medal for many years to come. *Justum et tenacem propositi virum.* The southern visitors carried away some of the spoils at this meeting. The Victorians, Messrs. E. E. Needs and H. D. Smith, being the most successful. Mr. M. M. Roseingrave paid Queensland another visit on this occasion, and made an attempt to break the running long jump record, which then stood at 23ft. 8in., but failed.

The last carnival held was on October 7th, 1899, but on account of the Australasian Championship Meeting taking place in November there were no intercolonial competitors. The principal event of the meeting was the 100 yards championship of Queensland, which fell to the previous winner, Mr. J. Burton, who secured the handsome trophy given by the Brisbane Newspaper Company, Limited.

November 9th and 11th, 1899, were red letter days in Queensland's Pedestrian and Athletic history, the Australasian Championships being decided at the Exhibition Grounds, Brisbane, on those dates. It was unfortunate for our colony that the Meeting could not have been held earlier in the year as desired, the warm weather militating against the attendance of the public which was small. A full report of this Meeting will be found, with other Australasian Championships, on another page.

The Queensland movement for the formation of a properly constituted amateur athletic association took shape in 1894, and it was left for the sportsmen of the Central Queensland capital—Rockhampton—to take the matter up and bring it to a successful issue. With the object of establishing a body that would govern amateur athletics in Queensland and

have the recognition of all similar bodies in the other colonies, a meeting of the secretaries of the various athletic, gymnastic, cycling, and rowing clubs of Rockhampton was held on the 9th August, 1894. The delegates appointed to the conference to consider the advisability of forming an amateur athletic association were: Messrs. Bree and Young, representing the Berseker Harrier Club; Mr. Carpendale, the Wanderer Harrier Club; Mr. Dallow, the Waratah Harrier Club, and Messrs. T. Kingel and J. Kenna, the Gymnasium Club. The first steps towards forming the association were taken by the cycling clubs, who had in contemplation the forming of a Central Cycling Union, and it was found desirable to form an athletic association as well. The editor of the Sydney *Referee*, Mr. R. Coombes, had in the meantime been communicated with, and that gentleman rendered valuable assistance. Letters were read from him stating that in forming the union the date of recognised amateurism in the colony could be fixed and all professionals reinstated as amateurs on that date, but if they broke through the rules they would have to be disqualified for four or six years before the second reinstatement. Mr. Coombes urged them when the association was formed to write to the similar associations for recognition under the intercolonial agreement, and they would then be able to control all amateur pedestrianism in the colony. Mr. Carpendale moved and Mr. Bree seconded, that an amateur athletic association be formed, the proposal being unanimously carried. The next question was the name, and it was decided that as there was no similar body in existence in the colony it should be called the Queensland Amateur Athletic Association. Mr. J. Kenna was elected hon. secretary. A week later seven clubs affiliated, with the prospect of several more following. Mr. Carpendale was appointed treasurer and Mr. Sandel handicapper, the following gentlemen being elected office-bearers:—Patron, Hon. John Ferguson, M.L.C.; president, Mr. J. C. Tyler; vice-presidents, Messrs. B. Fahey, W. McGrath, J. M. Niall, J. P. Petersen, and Dr. Brown, all thorough sportsmen. The Association was dated as August 10th, 1894, so that after that date any athlete competing for cash prizes became a professional. Recognition from the whole of the Australasian Associations was then sought and obtained, and the Q.A.A.A. became an accomplished fact. As amateurism was practically unknown in the central and northern portions of the colony previous to the inauguration of the Q.A.A.A., many men who were really staunch amateurs at heart had competed for money prizes, and in order to give them the privilege of becoming amateurs it was decided to insert the following notice in all the leading Queensland papers:—"Athletes who have at any time competed in open races for cash prizes, thereby becoming professionals, and who wish to be recognised as amateurs in future, must make application to the

secretary of the Q.A.A.A. on or before Monday, the 15th October, 1894, otherwise their claims will not be considered." The result of this notification was that numbers of athletes from all parts of the colony applied for reinstatement. A special meeting was held to consider the applications, and they were dealt with according to their merits.

The first Queensland championship meeting was held on the 9th of November, 1894, but owing to the extreme heat and counter attractions of the holiday it was not the success anticipated. The following championships were decided:—120 yards: Won by F. Young; 13½sec. 220 yards: A walk-over for F. Sale; no time taken. 440 yards: Won by G. Hall in 58½sec. Running high jump: Won by A. H. Jones, 5ft. 1in. Running long jump: C. Naseby; 18ft. 6in.

In July of the same year, the invitation issued by the Hospital Sports Committee for their carnival at Brisbane was accepted by the New South Wales A.A.A., who sent a team to compete. Though unsuccessful, the southerners returned impressed with the magnitude and efficient management of the meeting and the calibre of our runners.

Twelve months later, at the invitation of the Rockhampton body, a small team of Sydney athletes passed through Brisbane to compete in the second championship meeting held there 13th July, 1895. On this occasion Mr. R. Coombes, editor of the Sydney *Referee* (who has ever been ready to do all in his power, both in his journalistic and private capacity, to assist in the promotion of amateur athletics), accompanied the team, which consisted of Messrs. Cartwright, Fahy and Reid, the respective sprint, middle, and long-distance champions of their colony at that time. They arrived in Rockhampton on 11th July, and were tendered a hearty reception by the local athletes. The sports were held at the Union Grounds, there being a splendid attendance. The arrangements were excellent, but the contests, as a whole, only medium, the New South Wales visitors proving themselves much better than the local men in all the championships they started for and sweeping the board. The events were contested by small fields, opening with the 100 yards. For this W. Cartwright (N.S.W.), J. Kenna and R. C. Rule (Q.), went out. For half the distance the race was splendidly contested, and then Cartwright came away, winning by two yards, Rule beating Kenna in the last stride; time, 10$\frac{7}{10}$sec. For the half-mile, only Fahy (N.S.W.) and Sale (Q.) sttared. The event is easily described, as Fahy went away from the jump and won with ridiculous ease in 2min. 15½sec. The 120 yards hurdles followed, and there being no N.S.W. men in this event one championship was left to Queensland, Eaton winning all the way in 21sec., Bree being second and Mullin third. The 220 yards was very interesting, the three starters, Cartwright, Eaton

and Kenna, getting away simultaneously. Eaton pushed Cartwright for 150 yards, when Kenna replaced him, but the N. S. Welshman, finishing strongly, won by ten yards in 25$\frac{1}{10}$sec. The mile was the slowest event of the lot, only Fahy and Sale going out. The pair jogged along at almost a walking pace to within 60 yards of the tape, when Fahy came away and won by ten yards in 5min. 37sec.—about the slowest time on record. The quarter-mile saw a local man (Callaghan) make a very good display. Interest centered in this event from the fact that two of the New South Wales representatives were competing. Callaghan ran splendidly, and

H. Harris W. Schmidt T. Kingel C. A. Mathias D. Lipstine



R. Coombes (Editor *Sydney Referee*) J. C. Tyler (President, Q.A.A.A.) J. Kenna Hon. Sec., Q.A.A.A.) A. S. Tompson

W. Purcell R. C. Reid (N.S.W.) W. Bree

secured second place to Cartwright, Fahy being last. The time, 56$\frac{1}{2}$sec., was not at all bad, considering the rough track.

Right from the date of the inauguration of the Q.A.A.A. Brisbane athletes were naturally opposed to Rockhampton being made the headquarters, contending that as they were athletically and numerically stronger than the central and northern portions of the colony the headquarters should be in the metropolis. It was principally with the object of proposing a scheme that would be equally acceptable to north and south that Mr. Coombes, president of the N.S.W.A.A.A., undertook the trip to

Rockhampton, and on the evening of the championship meeting the council of the Q.A.A.A. met in that city.

Mr. Coombes detailed the Brisbane claim for consideration as put before him by its prominent athletes, the strongest of which was that they claimed an equal share in the government of athletics in the colony. He then gave the following reasons for the necessity of settling the matter. In 1889 the first intercolonial contest was held, New South Wales journeying to New Zealand, and the latter colony returning the visit. Shortly after Victoria entered the lists, and so the Australasian contests—Australasian only in name—had been fought out. Queensland was an especially important link in the chain, and the other colonies standing out might be expected to join in later on. Brisbane seemed willing to go half way to get over the difficulty, would Rockhampton meet them? It was impossible for the present state of things to continue, as the colony was fighting with one hand tied. Brisbaneites tacitly agreed to the following scheme: South Queensland to form an association of its own to govern amateur athletics south of Bundaberg, and the central body to have the government of the remaining portion of the colony. Mr. Coombes then proposed that this scheme be carried out, and having made his proposal asked the meeting if representation by Rockhampton only in the intercolonial contests would satisfy Queensland. Mr. Coombes further stated that Brisbane once had an association, which had lapsed for various reasons, and was trying to reform it at the time the Q.A.A.A. jumped into the vacancy. A general discussion followed, and on the proposal of Mr. Tyler it was decided that Mr. Coombes be authorised to inform Brisbane that the Q.A.A.A. were prepared to open up negotiations on the basis suggested.

On his return to Brisbane, Mr. Coombes called a similar meeting to that held in Rockhampton, with the result that the scheme as previously set forth was accepted by both divisions.

Immediately afterwards the Southern Queensland A.A.A. was formed, the Q.A.A.A. altering its title to Northern Queensland A.A.A. The first office-bearers of the Southern Association were:—President, Mr. (now the Hon.) E. J. Stevens, M.L.A.; Vice-Presidents, Messrs. G. H. Pritchard, T. Welsby, W. Soutter, W. Stephens, M.L.A., A. Meston, N. Mandelson, T. S. Pratten, J. S. Anderson, R. H. Roe, J. A. Hayes, Hon. T. J. Byrnes (now deceased); Chairman, Mr. F. C. Lea; Hon. Treasurer, Mr. W. D. Evans; Hon. Sec., Mr. D. Scott (now deceased); Handicapper, Mr. D. Scott (who afterwards resigned, Messrs. W. C. Pritchard and Philip Frankel taking on the duties). At the conclusion of the formal inception of the S.Q.A.A.A., Messrs. Dave Scott and Charlie Campbell were warmly

complimented and thanked for the very lively interest they displayed in bringing matters to a successful issue.

The formation of the two bodies on a properly constituted basis gave considerable impetus to amateur athletics in Southern Queensland, but, unfortunately, the Northern Association fell back, and is at present practically defunct. Seeing the lethargic state into which that body had drifted, the Southern Association adopted the title of Q.A.A.A. It is to be regretted that the northern athletes allowed their association to lapse; but as there are still a few enthusiasts left, there is yet some prospect of an effort being made to revive the interest in athletic sports. With this object in view, Mr. Septimus Davis (at that time assistant hon. secretary of the Q.A.A.A.) visited Rockhampton, and a meeting of athletes was held there on March 29, 1899. The gathering was a success, and it is hoped that ere long the Northerners will once more have an association in full swing.

In Mr. Joseph Kenna Rockhampton has an ardent sportsman and one who has battled hard to place athletics in that town on a sound basis. He is a crack all-round athlete, as the following record of his principal performances will show:—Mr. Kenna made his first reputation as an athlete at the Friendly Societies' sports in Maryborough, Queensland, on the 9th November, 1880, by gaining first honours for the best performance on a horizontal bar. In November of the following year he was again successful in carrying off the prize for this event, and also made his debut as a sprint runner, starting in two events, 200 yards flat race and 200 yards hurdle race, and running into third place in each though entirely untrained. On the 10th December, 1881, at the Maryborough Grammar School sports, he won four events—200, 250, and 300 yards flat races and the pole vaulting. But it was not till 1st January, 1882, that he exhibited his real form as a sprinter by defeating all-comers from scratch in the Gympie Grand Handicap, 150, 300, and 440 yards. In the first heat Mr. Kenna was left at the post, but won the remaining heats with comparative ease. As he was the sole scratch man, giving some of the best Gympie men long starts, and was only 17 years old, this performance marked him as the first sprint runner in the district and a promising athlete in that sphere. His performances have since justified the anticipations then formed, and the heavy handicaps to which he was thereafter subjected displayed the capabilities his handicappers attributed to him. The following is a list of Mr. Kenna's best performances, in addition to those named above:—March 17th, 1882, at the Gympie Hibernian sports, won the 300 and 440 yards handicap from scratch, winning also the 200 yards hurdle race. January 1st, 1883, won Gympie Grand Handicaps of 150, 300, and 440 yards, starting from scratch. July 20th of the same year, at the Maryborough Grammar School sports,

won four events—100, 150, and 300 yards flat races, and one mile walking match—from scratch. December 10th of the same year, ran second in Maryborough Grand Handicaps of 100, 150, and 250 yards, winning the two last heats, starting from scratch. December 26th of the same year, won 100 yards flat race at Bundaberg, defeating the crack local sprinter, W. Moore. December 10th, 1884, at Tiaro, won 100 and 150 yards scratch races and 100 yards handicap (from scratch). January 1st, 1885, ran third in Gympie Grand Handicaps of 150, 300, and 440 yards, starting from scratch. March 17th, 1886, at the Maryborough Rowing Club sports, won the Grand Handicap of 150, 220, and 300 yards (winning the three heats from scratch), also 440 yards handicap from scratch. June 30th, 1886, Mr. Kenna ran second in a 220 yards handicap from scratch, and won 200 yards hurdle race from scratch. During the past six years Mr. Kenna has started in 37 races, 20 of which he has won, being placed 11 other times. These performances were all made from scratch. Mr. Kenna stands 5ft. 7½in., and weighs 10st.

Mr. J. C. Tyler, of Rockhampton, the first President of the Q.A.A.A., is a quiet, although enthusiastic sport, and is a member of the firm of Pattison and Tyler, solicitors, of that city. This gentleman was well known in Brisbane some years back among the football fraternity, and was deservedly popular.

The following are the clubs which comprise the Q.A.A.A., in the order in which they affiliated :—

Toowong Harriers—Colours: All white with badge. Formed by Mr. Charlie Campbell; hon. sec., Mr. C. W. Reeve; number, 108.

North Brisbane Harriers—Colours: Jersey black, pants black, gold stripes and badge. Formed by Mr. B. Burton; hon. sec., Mr. B. Burton; number, 80.

East Brisbane Harriers—Colours: Jersey white, pants black, and badge. Formed by Mr. W. D. Evans; hon. sec., Mr. F. Soutter; number, 70.

South Brisbane Harriers—Colours: Jersey black, red facings, pants black, red stripes, badge. Hon. sec., Mr. C. W. Helmood; number, 40.

Gordon Harriers (Toowoomba)—Colours: Dark blue, silver stripes. Hon. sec., Mr. R. G. Warner; number, 70.

Western Suburbs A.A. Club—Colours: Jersey maroon, pants white, badge W.S. Hon. sec., Mr. F. Chambers; number, 75.

Indooroopilly Harriers—Colours: Jersey white, pants navy blue, royal blue stripes and badge. Hon. sec., Mr. W. M. Crawford; number, 90.

Church Institute Harriers—Colours: Light blue and white. Hon. sec., Mr. E. C. Hempsted; number, 28.

Nundah Harriers—Colours: Jersey white, pants black, gold stripes and badge. Hon. sec., Mr. Theo. Westphal; number, 55.

Ipswich Harriers—Colours: Jersey white, dark pants, blue sash and badge. Hon. sec., Mr. John Morgan; number, 63.

New Farm Harriers—Colours: Two blues, light blue and dark blue. Hon. sec., Mr. J. McAvoy; number, 60.

Valley Harriers—Colours: Black and silver. Hon. sec., Mr. P. Coffey; number, 55.

An agreement was entered into by Queensland, Victoria, New South Wales, and New Zealand for the holding of Australasian Championship Meetings, and a Conference was held in Sydney in October, 1898, at which representatives from the colonies named were present. It was agreed that the dates and places of the meetings under the new agreement then concluded be as follow:—1899, Queensland; 1901, New Zealand; 1903, Victoria; 1905, New South Wales. No colony shall be at liberty to start more than three men in any running, walking, or hurdling event, and a gold medal is to be awarded to the winner of any of the championship events. Any competitor reaching the standard in any event will be awarded a "Standard Cap." The championships to be contested and the standards are as follow:—100 Yards Flat, standard 10⅕sec.; 220 Yards Flat, 22⅘sec.; 440 Yards Flat, 52sec.; 880 Yards Flat, 2min. 2sec.; One Mile Flat, 4min. 32sec.; Three Mile Flat, 15min. 30sec.; One Mile Walk, 7min.; Three Mile Walk, 23min. 15sec.; High Jump, 5ft. 7in.; Long Jump, 21ft.; Pole Vault, 10ft.; 120 Yards Hurdles, 16⅖sec.; 440 Yards Hurdles, 61sec.; Throwing the Hammer (16lb.), 100ft.; Putting the Weight (16lb.), 37ft. The Pole Vault, Throwing the Hammer, and Putting the Weight are optional whether they be contested or not; but the Queensland A.A.A. decided to include the whole fifteen championship events in their programme for November 1899. The Hon. E. J. Stevens as president, and Mr. W. C. Pritchard, hon. sec., signed the intercolonial agreement on behalf of Queensland, and our colony takes her stand in the athletic world alongside of the older States, thus compassing a veritable federation of sport.

AUSTRALASIAN AMATEUR RECORDS.

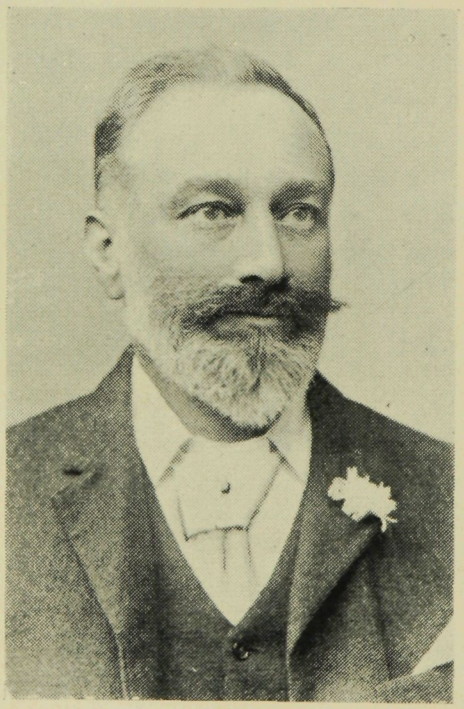
In view of the rapidly-awakening interest in amateur athletics in Queensland, the following particulars relating to the various records, their holders, and when, where, and under what conditions they were obtained, will be interesting:—

100 yards flat, 9⅘sec., J. H. Hempton, 6th February, 1892, Christchurch, cinder track.

100 yards flat, 9⅘sec., W. T. Macpherson, 7th February, 1891, Auckland, grass track.

120 yards flat, 12sec, Stanley Rowley, 1st October, 1898, Sydney, grass track.

150 yards flat, 14⅘sec., W. T. Macpherson, 4th October, 1889, Sydney, grass track.



MR. F. C. LEA,
First Chairman of Committee, Q.A.A.A.

200 yards flat, 19 3/10sec., W. T. Macpherson, 23rd September, 1891, Sydney, grass track.

220 yards flat, 22⅘sec., S. Rowley, 11th Nov., 1899, Brisbane, grass track.

250 yards flat, 24⅘sec., W. T. Macpherson, 6th February, 1891, Auckland, grass track.

300 yards flat, 33½sec., W. C. Rush, 13th May, 1882, Sydney, grass track.

440 yards flat, 50⅘sec., W. T. Macpherson, 11th Nov., 1893, Melbourne, grass track.

880 yards flat, 1min. 59⅘sec., J. F. Dalrymple, 19th Sept., 1891, Sydney, grass track.

1000 yards flat, 2min. 19⅘sec., J. F. Dalrymple, 23rd Sept., 1893, Sydney, grass track.

¾ mile flat, 3min. 24⅘sec., K. F. M'Crae, 21st October, 1893, Sydney, earth or dirt track.

1 mile flat, 4min. 25sec., J. F. Dalrymple, 22nd August, 1891, Sydney, grass track

2 miles flat, 10min. 3⅘sec., P. Morrison, 3rd May, 1888, Timaru, cinder track.

3 miles flat, 15min. 27⅘sec., W. J. Burk, 29th May, 1893, Dunedin, cinder track

1 mile walking, 6min. 27⅗sec., F. H. Creamer, 20th November, 1897, Auckland, grass track.

2 miles walking, 14min. 12⅗sec., A. Brady, 15th April, 1896, Auckland, grass track.

3 miles walking, 21min. 36⅕sec., A. O. Barrett, 13th November, 1896, Melbourne, grass track.

120 yards hurdles, ten flights, 3ft 6in, 16sec., H. W. Batger, 6th February, 1892, Christchurch, grass track. A. H. Holder, 16sec., 10th February, 1897, Auckland, grass. G. W. Smith, 16sec., 9th November, 1899, Brisbane, grass.

440 yards hurdles, ten flights, 3ft. 6in., 58⅘sec, A. H. Holder, 13th February, 1897, Auckland, grass.

Running broad jump, 23ft 7½in, M. M. Roseingrave, 5th October, 1896, Sydney, grass track.

Running high jump, 5ft. 11¼in., J. English, 9th October, 1897, Sydney, grass track.

Pole vault, 11ft. ¼in., Hori Eruera, 13th March, 1897, Auckland.

Putting 16lb. shot, 43ft. 2in., G. Hawkes (Queensland), 9th November, 1899, Brisbane Exhibition Grounds.

Throwing 16lb. hammer, 130ft. 2in., W. H. Madill, 9th Nov., 1899, Brisbane.



MR. P. FRANKEL,
Chairman of Committees, Q.A.A.A.

Running hop, step, and jump (without weights) 45ft. 3in., M. M. Roseingrave, 9th November, 1896, Sydney.

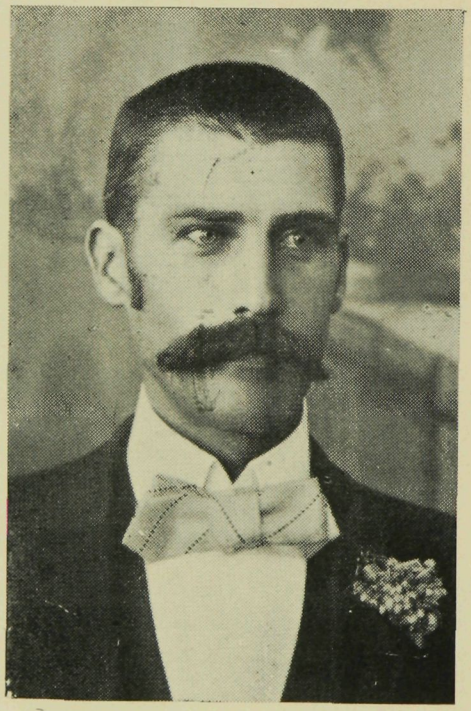
Standing hop, step and jump (without weights), 30ft. 1in., M. M. Roseingrave, 12th February, 1899, Sydney.

Standing high jump (without weights), 4ft. 8in., M. M. Roseingrave, 26th November, 1898, Sydney Harriers' sports, Clifton Gardens. Done in a handicap competition.

Standing broad jump (without weights), 9ft. 8in., M. M. Roseingrave, 2nd January, 1899, Highland Gathering sports, Sydney Cricket Ground. Done in a handicap competition.

The Queensland Amateur Athletic Association has been fortunate in having an influential and enthusiastic body of workers at the head of affairs. The officers at present are:—Patron, His Excellency Lord Lamington;

President, Hon. E. J. Stevens (re-elected); Vice-Presidents, Messrs. R. H. Roe, T. M. Hall, T. S. Pratten, F. C. Lea, P. Frankel, Thos. Finney, M.L.A, T. Morrow, W. Stephens, M.L.A., C. Campbell, J. H. Forrest, Dr. Brockway, F. Bethel, R. Edwards, N. Mandelson, and Rev. L. B. Lawrence; Chairman of Association, Mr. P. Frankel; Hon. Treasurer, Mr. R. Cathie; Hon. Secretary, Mr. W. C. Pritchard; Assistant Hon. Secretary, Mr. F. Chambers; Short Distance Handicapper, Mr. J. D. Lee; Long Distance Handicapper, Mr. W. D. Evans: Honorary Solicitor, Mr. Sydney Pritchard.



MR. W. C. PRITCHARD,
Hon. Sec., Q.A.A.A.

The present holders of Queensland Championships are:—

J. Burton, 100 yards flat.
B. Burton, 440 yards flat.
C. Saunderson, 1 mile flat and cross country championship.
Peter F. Corrigan, 1 and 3 mile walk.
Geo. Hawkes, putting 16lb. shot and throwing the discus.

The Queenslanders who have so far annexed Australasian championships are:

Neil Ferguson, half-mile flat, 1890.
E. J. Kellett, high jump, 1890.
C. Campbell, 440 yds. flat, 1897.
C. Campbell, half-mile flat, 1897.
D. Wentworth, half-mile and 1 mile flat, 1899.
P. F. Corrigan, 3-mile walk, 1899.
G. Hawkes, putting the 16lb. shot, 1899.

The two former athletes have now retired, but one has only to look back at their performances to recognise what splendid athletes they were.

Charlie Campbell is still as good as ever, being a splendid athlete and deservedly popular. Charlie has worked hard and enthusiastically for his favourite sport, and those who come after him will reap the benefit of his unstinted services His height is 5ft 10½in and racing weight 11st

The other Queenslanders who have won Australasian championships can be relied upon in future contests.

QUEENSLAND PEDESTRIAN RESULTS.

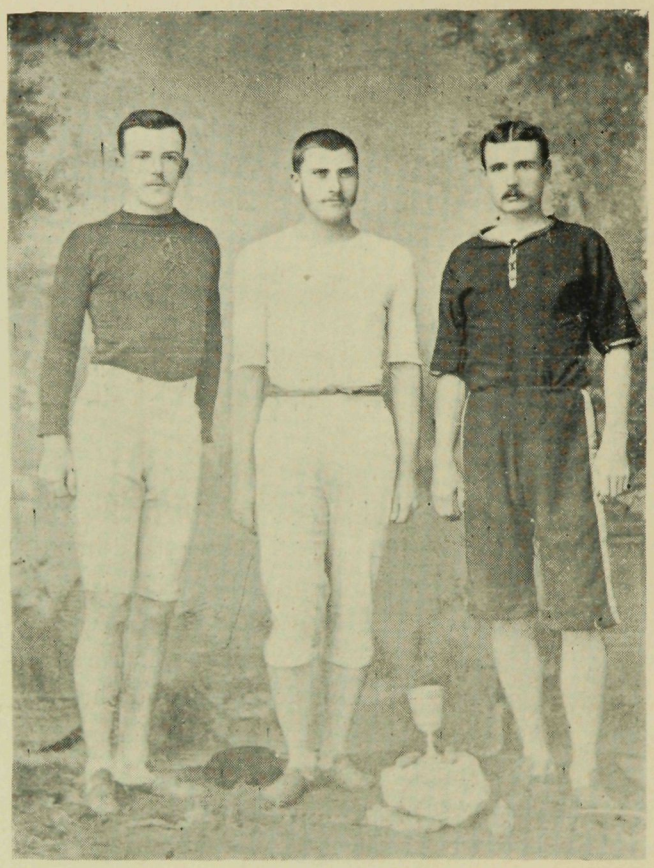
1874—May 25th—Caledonian Society Sports—Botanic Gardens—120 yards race—Robt. Philp, 1st ; Gallagher, 2nd ; Ramms, 3rd. 400 yards—member's race—Robt. Philp, 1st ; D. Tait, 2nd ; J. Vary, 3rd. This race caused a great deal of excitement as owing to there being 12 starters they had to be divided, 6 starting in the first row and 6 behind. In the latter running Philp ran quite away from his antagonists and won easily, showing excellent form throughout. 300 yards race—Robt. Philp, 1st; Berry, 2nd; Danvers, 3rd. A great struggle, Philp spurting at the finish in fine style. The Robt. Philp here mentioned is none other than the present Premier of Queensland, and his performance on this occasion is almost unique, stamping him as a runner of the first order.

1875—150 yards members' race—Archibald Meston 1st ; D. Tait, 2nd ; McLennan, 3rd. 300 yards race—Archibald Meston, 1st ; D. Tait, 2nd ; McLennan, 3rd. A Tasmanian runner named Grous won the 200 yards and 400 yards race. In the boy's race are noticed the names of Glen Cameron 1st and Tom Welsby 2nd. Mr. Archibald Meston is the well known Protector of Aboriginals for South Queensland. He came to Queensland in 1874 with the reputation of being one of the fastest runners in New South Wales, starting his career by winning the maiden plate at Grafton Tattersall's Races, following up with a long series of wins from 50 to 400 yards. At Ipswich in the seventies (77 or 78) Mr. Meston took first prize for putting the stone and throwing the light hammer, being second in the heavy hammer contest. In a single handed tug-of-war he defeated Hugh Shanks, the latter being three stone heavier and reputed to be one of the strongest men in the Ipswich district. At the Hibernian sports at Townsville in 1881 Mr. Meston took first prize for the heavy hammer with the first throw against all comers. Mr. Meston is also a fast swimmer and long diver, and crack shot. He has kept in training since he was 16 years of age and is willing now to meet any man of his age in Australia in an all-round contest. As a white man performer with the boomerang and woomera spear he probably holds the world's championship undisputed. He is at home with the gloves and not a pleasant person to meet with bare hands as he carries phenomenal muscles which are always kept in good order. He had a fair share of bare hand work at one time or another and is an enthusiast in all athletic sports.

1876—The sports were now called the Highland Society Gathering, an association which arose from the ashes of the Caledonian Society. The events this year were very tame and of not much importance.

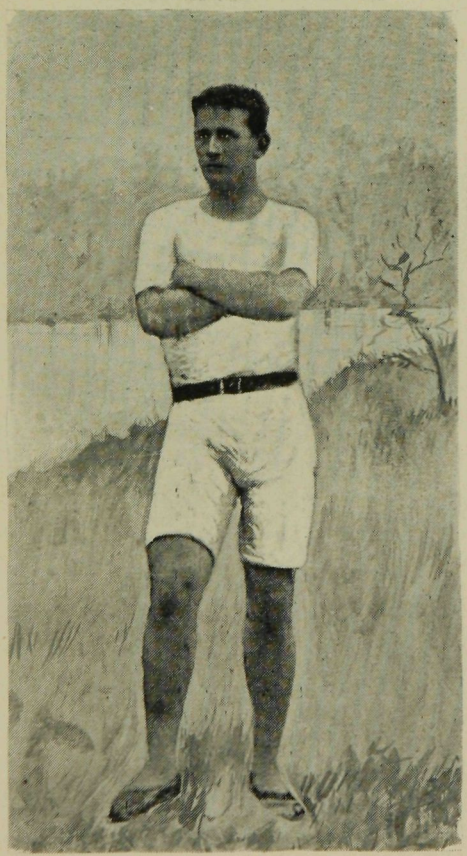
1877—Bowen Park—250 yards members' race—Jno. D. Campbell, 1st; J. Campbell, 2nd.

1883—Union Athletic Club—Toowong Grounds, June 2nd—100 yards maiden race—G. A. Deuchar, 1st; Hector Perkins, 2nd; time 10½secs. 100 yards championship race—G. H. Pritchard, 1st; W. E. Yaldwin, 2nd; F. H. Oliver, 3rd; time, 10¼secs. Dave Scott was the favourite but he started badly and was out of it. 440 yards member's handicap—O. Roericht, sc. 1st; F. Woodrow, 8yds., 2nd; time, 57½secs. 150 yards handicap—D. Scott, 1; G. H. Pritchard, 2nd. 1 mile walking handicap—P. Collins, 30yds., 1st; J. L. Campbell, sc., 2nd; W. Baynes, sc. 3rd. 120 yards hurdle handicap—E. Markwell, 1st; D. Scott, 2nd; W. E. Yaldwin, 3rd. "Ted" Markwell by this win fairly established his claim to the title of champion hurdle racer of Queensland. 440 yards handicap—A. C. Wylie, 5yds, 1st; G. A. Deuchar, 10yds, 2nd; F. H. Oliver, sc. 3rd; time, 52secs. ½-mile handicap—A. C. Wylie, 10yds, 1st; W. Telford, sc, 2nd; time, 2min 10secs. 100 yards Manx race—E. Gregory and H. Perkins, 1st; W. C. and A. L. Pritchard, 2nd. 150 yards members' handicap—A. D. Walsh, sc. 1st; E. Green, 10yds, 2nd. 1 mile handicap—G. T. Worth, 10yds, 1st; D. Campbell, 20yds, 2nd; time, 5min. 16secs. 440 yards hurdle handicap—E. Markwell, sc. 1st; W. E. Yaldwin, sc. 2nd; time, 63secs. This was a great go and considering that the track was a slow one the time registered was remarkably good. Both of these athletes were game determined men but Markwell was a shade the better of the two. Brisbane Bicycle Club—Toowong Grounds—Sept. 8th—100 yards champion race—T. S. Pratten, 1st; D. Scott, 2nd; A. C. Wylie, 3rd. Pratten was in grand form and won comfortably in 10secs. 150 yards handicap—T. S.



MR. W. E. YALDWIN. MR. G. H. PRITCHARD (McDonnell Cup Winner). MR. DAVE SCOTT

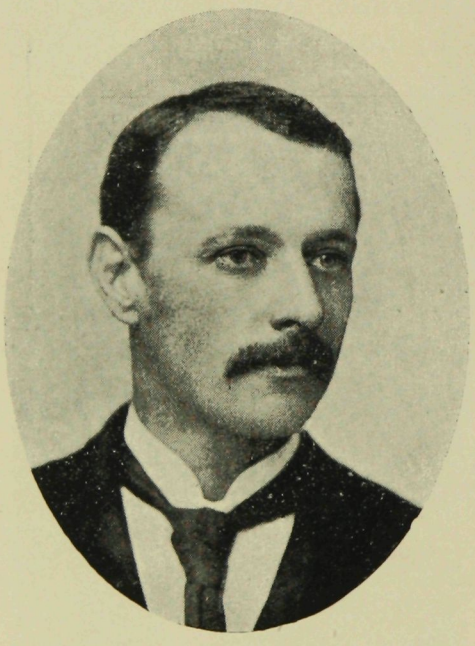
Pratten, 4yds, 1st; A. C. Wylie, 2yds, 2nd; T. Welsby, sc. 3rd. Amateur Athletic Sports—Toowong Grounds—Nov. 24—T. Welsby, hon. sec.—100 yds race—G. H. Pritchard, 1st; T. S. Pratten, 2nd; G. A. Deuchar, 3rd; time, 11 secs. 150 yards maiden race—G. A. Cole, 1st; W. Graham, 2nd; time, 16secs. 220 yards handicap—T. S. Pratten, sc. 1st; F. Pratten, 4yds, 2nd; A. C. Wylie, 3yds, 3rd; time, 23⅘secs. 120 yards Hurdle handicap—E. Markwell, sc. 1st; F. Pratten, 3yds, 2nd; time, 17½secs. 200 yards champion race—G. H. Pritchard, 1st; T. S. Pratten, 2nd; A. C. Wylie, 3rd. A desperate finish, won by 6 inches in 21secs. 150 yards handicap—T. S. Pratten, sc. 1st; G. A. Deuchar, 3yds, 2nd; W. Gibson, 3yds, 3rd; time, 16½secs. 880 yards handicap—T. A. Bond, sc. 1st; J. O'Gorman, 15yds, 2nd; time, 2min 2½secs. 440 yards handicap—A. C. Wylie, 8yds, 1st; W. Telford, 10yds, 2nd; time, 54secs. 1 mile handicap—H. A. Watson, 20yds, 1st; H. Craig, 30yds, 2nd; time, 5min 2¼secs. Union Athletic Club — Toowong Grounds, —December 26th—150 yards maiden race—G. Pratten, 1st; M. Carmody, 2nd; Taylor, 3rd. 1 mile walking handicap—J. L. Campbell, sc. 1st; J. Stephens, sc. 2nd; C. B. Fox, 10yds, 3rd; time, 7min 37⅕secs. 100 yards race—G. H. Pritchard, 1st; W. Gibson, 2nd; time, 10⅘secs. 440 yards handicap—G. H. Pritchard, sc. 1st; G. A. Deuchar, 8yds, 2nd; F. L. Hardgrave, 10yds, 3rd. Long Jump—D. Scott, 19ft. 3in., 1st. 120 yards hurdle handicap—T. S. Pratten, 6yds, 1st; E. Markwell and W. Yaldwin dead heat; time, 18⅘secs. High jump—D. Scott, 5ft. 5½ins. 150 yards consolation race—W. Gibson, 1st; time, 17secs.



MR. EDMONI STONE MARKWELL.

1884—Brisbane Bicycle Club—Albert Sports Ground—Bowen Bridge—April 5th—150 yards handicap—G. H. Pritchard, sc. 1st; W. Gibson, 4yds, 2nd; time, 17secs. 100 yards scratch race—G. H. Pritchard, 1st; R. Trevethan, 2nd; time, 11secs. Walking handicap—5 laps—J. L. Campbell, sc. 1st; W. Farrell, 2nd. Union Athletic Club—Toowong Grounds—May 31st—100

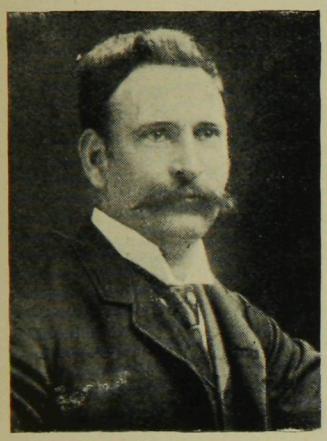
yards maiden race—C. Hudson, 1st; F. W. Belbridge, 2nd; S. Pritchard, 3rd; time, 11½secs. 100 yards champion race—Trophy given by Mr. Thos. Finney—G. H. Pritchard, 1st; A. C. Wylie, 2nd; J. S. Anderson, 3rd. Splendid race, time, 10secs. 150 yards handicap—A. C. Wylie, 5yds, 1st; J. S. Anderson, 5yds, 2nd; W. Gibson, 5yds, 3rd; time given 14¾secs. 1 mile walking handicap—G. Otto, 50yds, 1st; J. L. Campbell, sc. 2nd; J. A. Lee, 75yds, 3rd; time, 7min 22secs. 150 yards members' handicap—T. S. Pratten, sc. 1st; J. O'Gorman, sc. 2nd; E. Green, sc. 3rd. 440 yards handicap—F. W. Belbridge 20 yards and A. C. Wylie 5yds dead heat; C. Hudson, 12yds, 3rd; time, 49secs. 1 mile handicap—W. Mittlestadt, 10 yds, 1st; Geo. Pratten, 40yds, 2nd; H. A. Watson, 20yds, 3rd; time, 4min 42½secs. Brisbane Amateur Cycling Club — Toowong Grounds—July 26—150 yards champion race—T. S. Pratten, 1st; A. C. Wylie, 2nd; W. Gibson, 3rd; time given as 14½secs. 440 yards handicap—A. C. Wylie, sc. 1st; W. Gibson, 5yds, 2nd; F. W. Belbridge, 15yds, 3rd; time, 49½secs. Brisbane Bicycle Club —Toowong Grounds—Sept. 20th—150 yards handicap—T. McHugh, 15yds, 1st; T. S. Pratten, sc. 2nd; A. L. Pritchard, 12yds, 3rd; time, 14⅘secs. Half-mile championship of Queensland —T. A. Bond, 1st; W. Gibson, 2nd; W. Telford, 3rd; time, 1min 58secs. The time for this race has often been the subject of comment in late years. I am assured by Mr. J. A. Hayes that it was absolutely correct, but the distance must have been a little short. Tom Bond at this time was in his prime as a footballer and distance runner, and in these remarks I do not for one moment wish to detract from his undoubted pace and staying abilities.



MR. T. A. BOND.

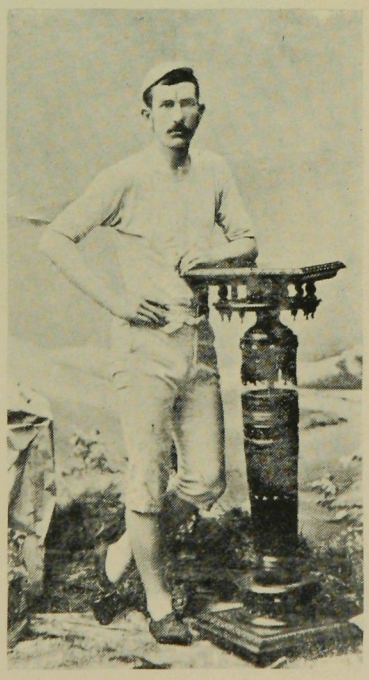
1885—Brisbane Amateur Cycling Club Sports—April 25th—Held at Union Grounds, Toowong, over 1,000 present, including the then Governor (Sir Anthony Musgrave), Sir Thomas McIlwraith, and others. The officials were Col. Blaxland, starter; Messrs R. H. Roe and J. H. Tomlinson, judges; and Mr. T. E. Jones, hon. sec.—150 yards handicap—J. S. Anderson, 5yds, 1st; A. C. Wylie, 3yds, 2nd; T. S. Pratten, sc. 3rd; time, 15secs. 440 yards handicap—A. C. Wylie, sc. 1st; G. Pratten, 5yds, 2nd; W. Telford, 8yds,

3rd; time, 55secs. Union Athletic Club—3rd annua sports held on May 30th at their grounds, Toowong—Starter, Mr. Hugh Wallace; judges, Messrs R. H. Roe and J. H. Tomlinson; timekeeper, Mr. W. Flynn.—100 yards maiden race—L. Hoelscher, 1st; H. A. MacDonald, 2nd; P. A. Broe, 3rd; time, 11secs. 150 yards handicap for members U.A.C.—H. A. MacDonald, 4yds, 1st; A. Grogan, 10yds, 2nd; A. Brooks, 12yds, 3rd; time, 15¾secs. 100 yards champion race (prize presented by Messrs. R. H. Roe and M. B. Gannon)—D. Scott, 1st; A. C. Wylie, 2nd; J. S. Anderson, 3rd. Scott led all the way and won easily, time, 10¾secs. 150 yards handicap—L. Hoelscher, 9yds, 1st; D. Scott, 3yds, 2nd; H. A. MacDonald, 9yds, 3rd. 440 yards handicap—A. C. Wylie, sc. 1st; A. Pritchard, 12yds, 2nd; V. E. Haseler, 12yds, 3rd; time, 54½secs.



MR. ALAN C. WYLIE.

Brisbane Bicycle Club—annual sports held on July 25th, Union Ground, Toowong, the attendance numbering over 3,000. Starter, Mr. G. E. Markwell; judges, Messrs. M. B. Gannon and R. H. Roe; timekeeper, Mr. W. Flynn.—220 yards handicap—L. A. Hoelscher, 5yds, 1st; J. McMillan, 20yds, 2nd; C. Troy, 15yds, 3rd; time, 23½secs. 150 yards handicap—F. Pratten, 4yds, 1st; L. Hoelscher, 2yds, 2nd; J. McMillan, 15yds, 3rd; time, 15¼secs. Throughout the day all the members of the B.B.C. wore mourning bands out of respect for the memory of Mr. Willie Isles, who died at Sydney a few days previously and who up to the time of his death had been an enthusiastic member of the club. International Bicycle Sports held at Toowong grounds on Sept. 5th—220 yards flat handicap—G. Pratten, 7yds, 1st; L. Hoelscher, sc. 2nd; won easily.



MR. T. S. PRATTEN.

1886—Combined Meeting Brisbane Bicycle Club and Brisbane Amateur Cycling Club held on November 20th, Mr. T. Welsby acting as starter for the foot races—150 yards handicap—F. Sturgess, 16yds, 1st; C. Clark, 16yds, 2nd; H. C. Dutton, 12yds, 3rd; time, 15secs. 440 yards handicap—H. C. Dutton,

18yds, 1st; W. Thompson, 19yds, 2nd; A. L. Pritchard, 20yds, 3rd; time, 52secs. Brisbane Amateur Cycling Club Sports held on Toowong Grounds July 24th—220 yards handicap—J. T. Joyce, 3yds, 1st; O. Roggenkamp, 4yds, 2nd; J. McMillan, 4 yds, 3rd; time, 25secs. Brisbane Bicycle Club sports—Toowong Grounds August 28th, T. Welsby starter—150 yards handicap—W. Smith, 12yds, 1st; T. Forde, 12yds, 2nd; H. A. MacDonald, 2yds, 3rd. 440 yards handicap—W. M. Crawford, 40yds, 1st; H. C. Dutton, 18yds, 2nd; J. Campbell, 40yds, 3rd; time, 62⅘secs.

1887—Union Athletic Club—Toowong Grounds, June 4th—Starter, Mr. A. Coningham; judges, Messrs R. H. Roe and A. Trimble; hon. sec., Mr. T. E. Jones; referee, Mr. G. H. Pritchard—100 yards maiden handicap—P. F. Hockings, 12yds, 1st; P. A. Broe, 10yds, 2nd; L. Gregory, 10yds, 3rd; time, 10⅘secs. 100 yards champion race—A. L. Cotham, 1st; F. W. O'Rourke, 2nd; J. T. Joyce, 3rd; time, 10¾secs. 150 yards members' race—A. H. White, 12yds, 1st; E. A. Hutton, 4yds, 2nd; W. A. Thompson, sc. 3rd; time, 16secs. 150 yards handicap—L. Gregory, 17yds, 1st; A. H. Smith, 15yds, 2nd; F. W. O'Rourke, 12yds, 3rd; time, 14⅘ secs. 1 mile walking handicap—J. Campbell, sc. 1st; R. L. Gordon, 75yds, 2nd; C. G. Hansen, 75yds, 3rd. 220 yards hurdle handicap—G. G. Hutton, 5yds, 1st; E. H. Hutton, 2yds, 2nd; P. F. Hockings, 17yds, 3rd: time, 30⅗secs. Lacrosse race, 140 yards—J. C. Gibson, 1st; F. A. McMillan, 2nd; time, 15⅗ secs. 440 yards handicap—H. W. Luya, 15yds; 1st; F. W. O'Rourke, 15yds, 2nd; J. T. Isles, 10yds, 3rd; time, 53secs. 880 yards handicap—W. A. Thompson, sc. 1st; R. G. Harding, 45yds, 2nd; J. A. Wilson, 55yds, 3rd; time, 2mins 6secs. Queensland Bicycling Club—Toowong Grounds, July 2nd. A wet afternoon and consequently poor attendance. Starter, Mr. A. Coningham; judges, Messrs. J. H. Tomlinson and J. O'Neil Brenan; hon. sec. Mr. E. A. Thurlow.—150 yards handicap—J. T. Isles, 11yds, 1st; L. Gregory, 13yds, 2nd; E. J. Kellett, 10yds, 3rd; time, 15⅘ secs. 220 yards handicap—J. T. Isles, 17yds, 1st; J. McMillan, 20yds, 2nd; E. J. Kellett, 16yds, 3rd; time, 23secs. 440 yards handicap—J. T. Isles, 30yds, 1st; W. Whitburn, 28yds, 2nd; F. W. O'Rourke, 15yds, 3rd; time, 54secs. 1 mile handicap—G. Holdway, 75yds, 1st; S. Wotton, 15yds, 2nd; J. Campbell, 50yds, 3rd; time, 5min 1sec. Brisbane Bicycle Club Sports—Toowong Grounds, Sept. 10th, large attendance, over 2,000 being present.—220 yards brace'et handicap—W. C. Pritchard, 16yds, 1st; T. Taylor, 21yds, 2nd; P. R. Gaven, 22yds, 3rd. 440 yards handicap—J. T. Joyce, 19yds, 1st: F. W. Belbridge, 21yds, 2nd; J. T. Isles, 15yds, 3rd; time, 51⅗secs.

1888—Union Athletic Club—Toowong Ground, June 23rd. Starter, Mr. A. Coningham; judges, Messrs R. H. Roe and J. O'Neil Brenan.—150 yards handicap—D. Munro, 20yds, 1st; W. A. Wilmington, 18yds, 2nd; W. C. Herbert, 20yds, 3rd; time, 14⅗secs. 1 mile walking handicap—D. Corrigan, 40

yds, 1st; J. McMillan, sc. 2nd; time, 7min 40sec. 440 yards handicap —H. C. Dutton, 16yds, 1st; W. G. Mayne, 28yds, 2nd; time, 50secs. Brisbane Bicycle Club—Exhibition Ground, Sept. 22nd. Starter, Mr. Jos. Welsby; Judge, Mr. J. E. Harris—150 yards handicap—W. A. Wilmington, 20yds, 1st; E. L. Bray, 19yds, 2nd; E. J. Beard, 18yds, 3rd; time, 14½secs. 440 yards footballers' handicap—J. T. Isles, 18yds, 1st; W. J. Pashen, 34yds, 2nd; E. J. Beard, 28yds, 3rd; time, 52secs. Queensland Bicycling Club—Exhibition Ground, Oct. 20th. A very hot day and poor attendance. Starter, Mr. T. S. Pratten; judge, Mr. J. A. Hayes.—100 yards championship of



MR. F. J. ISLES MR. S. J. ISLES MR. L. H. ISLES MR. J. T. ISLES

A FAMILY OF CHAMPION ATHLETES.

Queensland. This race was run twice, E. F. Lord winning the first time, but as he had jostled two other competitors it was decided to run it over again, with the following result: J. S. Exton, 1st; W. A. Wilmington, 2nd; E. F. Lord, 3rd; time, 10⅕secs. 150 yards bracelet handicap—R. A. McKie, 19yds, 1st; W. C. Overland, 21yds, 2nd; J. D. Lee, 18yds, 3rd; time, 14secs. 220 yards handicap—J. B. A. Green, 24yds, 1st; W. A. Craig, 21yds, 2nd; G. A. Grenier, 22yds, 3rd; time, 22⅖secs.

1889—Brisbane Bicycle Club—Breakfast Creek Grounds, Sept. 7th. Large attendance. 150 yards bracelet handicap—J. F. Bailey, 16½yds, 1st; J. D. Lee, 18yds, 2nd; J. McMurdy, 16½yds, 3rd; time, 14⅗secs. 440 yards foot-

ballers' handicap—J. D. Lee, 36yds, 1st; J. T. Isles, 20yds, 2nd; P. A. Broe, 18yds, 3rd; time, 50⅕secs. Union Athletic Club Sports—Toowong Grounds, Sept. 28th. This meeting clashed with the Hunt Club races and there were only about 400 spectators present. 150 yards handicap—R. H. Dodwell, 16yds, 1st; C. Ungerer, 17yds, 2nd; J. D. Lee, 16yds, 3rd; time, 14secs. 120 yards hurdle handicap—G. Hutton, 10yds, 1st; E. Hutton, 12yds, 2nd; time, 17⅕secs. 440 yards handicap—P. A. Broe, 20yds, 1st; H. C. Dutton, 21yds, 2nd; time, 51½secs. 1 mile walking handicap—W. Havercroft, 50yds, 1st; S. Davis, 70yds, 2nd; H. Smith, 70yds, 3rd; time, 7min 45secs. 100 yards Champion race—A. L. Cotham, 1st; W. A. Wilmington, 2nd. E. F. Lord, J. S. Exton, and P. A. Broe also started. Time, 10½secs.

1890—Brisbane Bicycle Club Sports—Breakfast Creek Grounds, August 16th—150 yards bracelet handicap—J. L. Eves, 24yds, 1st; J. Walsh, 18yds, 2nd; J. D. Lee, 19yds, 3rd; time, 13⅘secs. 120 yards Lacrosse race—Trevor Neilson, 1st; T. F. M. Stanley, 2nd; W. Ewart, 3rd. 440 yards footballer's handicap—J. Walsh, 33yds, 1st; T. F. M. Stanley, 25yds, 2nd; Neil Ferguson, sc. 3rd; time, 51secs.

1891—Brisbane Safety Bicycle Club Sports, Oct. 10th—150 yards bracelet handicap—P. C. Sapsford, 25yds, 1st; R. G. Scott, 25yds, 2nd; T. C. Moxley, 26yds, 3rd; time, 13⅖secs.

1893—Combined Sports Meeting—Brisbane Bicycle Club and South Brisbane Bicycle Club—Breakfast Creek Grounds, Oct. 7th—150 yards handicap—R. J. Cole, 25yds, 1st; E. S. Wilmington, 25yds, 2nd; C. Campbell, 22yds, 3rd; time, 13secs.

1894—Brisbane Safety Bicycle Club—Exhibition Grounds, July 14—150 yards handicap—T. F. M. Stanley, 24yds, 1st; F. T. Keogh, 31yds, 2nd; J. W. Goodwin, 25yds, 3rd; time, 13⅖secs. 440 yards handicap—D. Munro, 15yds, 1st; J. W. Goodwin, 21yds, 2nd; A. J. Coren, 29yds, 3rd; time, 50$\frac{3}{10}$secs.

1895—Toowoomba Bicycle Club Sports—April 15th—100 yards handicap—J. Lord, 9yds, 1st; M. J. Gleeson, 13yds, 2nd; J. F. Marchant, 11yds, 3rd; time, 10⅕secs. 440 yards handicap—C. Campbell, 13yds, 1st; B. Burton, 16yds, 2nd; J. F. Marchant, 28yds, 3rd; time, 52¾secs. Amateur Cycling Carnival B.B.C. and Brisbane Safety B.C.—Exhibition Grounds, June 22nd and 29th—100 yards handicap—R. J. Cole, 6yds, 1; A. H. Langmead, 9yds, 2nd; A. Horrigan, 4yds, 3rd; time, 9$\frac{9}{10}$secs. 440 yards handicap—C. Saunderson, 15yds, 1; R. Katterns, 25yds, 2nd; F. J. Edwards, 10yds, 3rd; time, 47⅖secs. 150 yards handicap—C. Campbell, 14yds, 1st; G. W. Dalgleish, 16yds, 2nd; A. H. Langmead, 16yds, 3rd; time, 14⅗secs. ½ mile harrier handicap—C. Saunderson, 15yds, 1st: G. W. Dalgleish, 27yds, 2nd; M. Clancy, 10yds, 3rd; time, 2min 6⅕secs. Ama-

teur Cycling Carnival—Exhibition Grounds, Oct. 19th—440 yards Harrier handicap—A. B. Stanley, 20yds, 1st; C. Campbell 10yds and B. Burton, 16yds, dead heat; time, 53⅕secs. 1 mile harrier handicap—R. Katterns, 60yds, 1st; W. Farrell, 70yds, 2nd; C. L. Farrell, 65yds, 3rd.

1896—Combined Amateur Cycling Carnival—Exhibition Ground, August 1st 100 yards handicap—M. M. Roseingrave, N.S.W., 8yds, 1st; G. W. Dalgleish, 8yds, 2nd; J. A. Salisbury, 7yds, 3rd; time, 10⅕secs. 440 yards handicap—H. B. Radford, 26yds, 1st; W. C. Pritchard, 15yds, 2nd; B. Burton, 8yds, 3rd; time, 54⅕secs. 1 mile flat handicap—F. Thomas, N.S.W., sc. 1st; G. R. Low, 50yds, 2nd; B. J. Parkinson, (Vic.) 30yds, 3rd.

1897—Intercolonial Cycling Carnival—Brisbane Cricket Ground, July 13th and Aug. 7—440 yards handicap—J. Faulkner, 10yds, 1st; H. Walden, 21yds, 2nd; H. B. Radford, 5yds, 3rd; time, 55secs. 100 yards handicap—J. Shekelton, 6yds, 1st; C. Campbell, 3yds, 2nd; J. T. Joyce, 4yds, 3rd; time, 10⅗secs. 150 yards handicap—C. Campbell, 2yds, 1st; J. Burton, 2yds, 2nd; J. Shekelton, 4yds, 3rd; time, 15⅘secs. 880 yards handicap—C. W. Reeve, 60yds, 1st; J. E. Farrell, 30yds, 2nd; W. Hodge, 70yds, 3rd; time, 2min ⅗secs. Brisbane Bicycle Club Sports—Sept. 11th—130 yards handicap—H. Walden, 25yds, 1st; W. C. Pritchard, 24½yds, 2nd; D. E. Joyce, 27yds, 3rd; time, 11⅗secs. 150 yards—special race to decide the winner of 3rd prize in 150 yards handicap run on May 1st, when a runner was disqualified: J. Shekelton, 10½yds, 1st. 1,000 yards handicap—R. Katterns, 60yds, 1st; D. Brown, 60yds, 2nd; W. J. Woolfe, 70yds, 3rd; time, 2min. 23⅕secs,



MR. PETER CORRIGAN,

Champion Walker of Queensland, and Australasian 3-mile Champion.

1898—Combined meetings—Queensland Amateur Athletic Association and Queensland Cyclists Union—Brisbane Cricket Ground—July 23rd—1,000 yards handicap—W. S. Whiteoak, 60yds, 1st; F. Holt, 5yds, 2nd; C. Saunderson, 5yds, 3rd; time, 2min 34⅕secs. 100 yards Cyclist *v.* Pedestrian—C. New, cyclist, (N.S.W.), J. Burton, 100 yards Champion of Queensland, run with the wind and New won by a couple of yards in 9⅗secs. 150 yards handicap—D. E. Joyce, 15yds, 1st; N. Ferguson, 15½yds, 2nd; B. Burton, 11yds, 3rd; time, 15⅘secs. 440 yards championship of Queensland—B. Burton, 1st; H. Walden, 2nd; C. Saunderson, 3rd; time, 56secs. H. D. Smith (Vic.) started, C. Campbell was an absentee. 2 mile handicap—H. D. Smith, (Vic.) sc. 1st; D. J. Corrigan, 120yds, 2nd; J. Rees, 130yds, 3rd; time, 10min 43⅘secs. Oct. 8th—Exhibition Ground—2 miles handicap—G. Gaylor, 165yds, 1st; D. Williams, 150yds, 2nd; S. Wotton, 3rd. 100 yards handicap—J. Burton, 2yds, 1st; W. R. Freeney, 7½yds, 2nd; T. B. Slattery, 3yds, 3rd; time, 10secs. 120 yards hurdle handicap—J. Burton, 11yds, 1st; F. Holt, 5yds, 2nd; C. K. E. Woods, 6yds, 3rd; time, 19secs. 1 mile walking handicap—P. Corrigan, sc 1st; D. J. Corrigan, 15yds, 2nd; W. Farrell, 120 yds, 3rd; time, 7min 9secs.

Football Sports.

1873—September 6th—Held in Queen's Park—Starter, Mr. G. N. B. Geary; umpire, Mr. C. S. Young. 200 yards handicap—A. H. Pritchard, 1st; J. Upward, 2nd; W. O'Doherty, 3rd. Running long jump—W. J. Menzies, 14ft. 7in., 1st. 100 yards race—J. R. Coutts, 1st; W. Hobbs, 2nd. 440 yards handicap—J. Upward, 1st; W. O'Doherty, 2nd; L. Board, 3rd. Kicking the football—J. R. Coutt, 51yds, 1st. 150 yards handicap—F. G. Hamilton, 1st; J. R. Coutts, 2nd; W. Hobbs, 3rd. All comer's race, 440 yards—Alford (amateur), 1st; Stacey (professional), 2nd. The amateur won cleverly on the post. Manx race—J. Upward and A. H. Pritchard, 1st. Hon. D. F. Roberts, M.L.C., distributed the prizes on the ground.

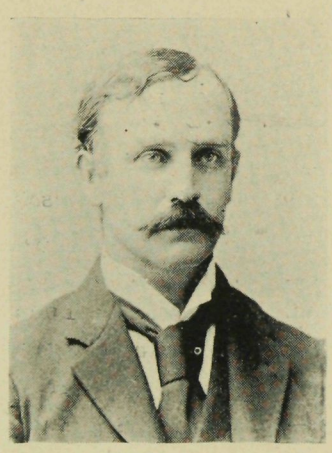
1875—September 18th—Held in the Queen's Park—Mr. W. L. G. Drew, judge; Capt. Geary, starter; Messrs. N. Bartley and L. Board, handicappers. Maiden plate, 100 yards—J, Macalister, 1st; W. O'Doherty, 2nd; T. Welsby, 3rd. Kicking football—Pring Roberts, 149ft. 3in. Grand handicap for Club members, 220 yards—John Morton, 7yds, 1st; F. C. Shaw, 4yds, 2nd; John Macalister, sc. 3rd. Running long jump—Eric Scott, 16ft. 2in., 1st; Tom Welsby, 16ft. 1in., 2nd. 200 yards hurdle race, over 6 hurdles 3 feet high—J. N. Devoy, 1st; Jas. Guthrie, 2nd; Geo. E. Markwell, 3rd. Juvenile handicap—200 yards, for members under 18 years—E. O'Doherty, 8yds, 1st; Eric Scott, 3yds, 2nd; T. Welsby, sc. 3rd. Members' cup handicap, ¼ mile—W. O'Doherty, sc. 1st; J. O'Neil Brenan, 5yds, 2nd; G.

E. Markwell, 8yds, 3rd. Brenan led for 300 yards but could not keep the steam up and was passed by O'Doherty, none of the others, however, being able to pass Brenan. Running high jump—John Macalister, 4ft 9in, 1st; John N. Devoy, 4ft 7in, 2nd. ¼ mile race, open—Gronow, 1st easily; W. J. Menzies, 2nd; Dan Watson, 3rd. 1 mile race—W. O'Doherty, 1st; J. H. Matthews a bad second and no signs much of a third man unless it were F. G. Hamilton. Three-legged race—W. O'Doherty and J. Guthrie, 1st; Vincent and E. O'Doherty, 2nd.

1880—Brisbane Football Club—October 2nd—Held in the Queen's Park—Patron, Acting-Governor Hon. Joshua Peter Bell, M.L.C.; president and referee, Hon. K. I. O'Doherty, M.L.C.; vice-president, Mr. J. O. Bourne; judges, Lieut. Col. Blaxland and Mr. J. F. Mercer; starter, Mr. R. C. Miller; timekeeper, Mr. Edmund MacDonnel; hon. sec., Mr. Thomas Welsby.—The attendance was very good and it is worthy of note that the various trophies competed for were handed to the winners on the ground, Mrs. Bell (now Lady Bell) making the presentations.—150 yards Grammar School handicap—E. Gregory, sc. 1st; F. Kates, 3yds, 2nd; J. T. Bell, 4yds, 3rd. 100 yards flat race—G. H. Pritchard, 1st; D. Scott, 2nd; Pring Roberts, 3rd; time, 10½secs. Running long jump—D. Scott, 18ft 6½in, 1st; G. Cullen, 18ft 5in, 2nd. 880 yards handicap—T. Welsby, 1st; J. O'Neil Brenan, 2nd; F. C. Lea, 3rd; time, 2min 29secs. 220 yards handicap—Hamilton, 1st; Baker, 2nd; time, 28½secs. High jump—D. Scott, 5ft 3in., 1st; G. Cullen, 5ft 2in, 2nd. 200 yards hurdle handicap—Pring Roberts, sc., and E. Markwell, 5yds, dead heat; K. O'Doherty, 3rd; time, 34secs. The dead heat was run off on October 7th, when Pring Roberts won. 440 yards flat handicap (Dr. O'Doherty's prize)—G. H. Pritchard, 1st; F. Marlow, 2nd; T. H. Burrell, 3rd; time, 62½secs. Mile walking race—This event was a fiasco. The competitors were Phil. Hardgrave and H. McDonnell, and each entered a protest against the other. However, on October 7th the event was decided, Hardgrave winning by over 100 yards in 11min. 32secs. 160 yards manx race—G. H. Pritchard and T. Welsby, 1st. Mile flat handicap—F. Ranniger, 40yds, 1st; F. C. Lea, 2nd; J. O'Neil Brenan, 3rd; time, 5min 52secs. 150 yards forced handicap—F. G. Connolly, 8yds, 1st; E. Gregory, 2nd; time, 18secs. Kicking the football—G. H. Pritchard. (Pritchard's best kick and probably the best on record was done in Sydney during a match, when he kicked a goal from 75 yards.) In the evening a dinner was held at the Royal Hotel, Dr. O'Doherty presiding, and in his speech he advocated the establishment of a gymnasium for the more perfect training of our athletes.

1881—October 8th—The football sports this year in the Queen's Park were the combined efforts of the Brisbane, Excelsior and Wallaroo clubs.

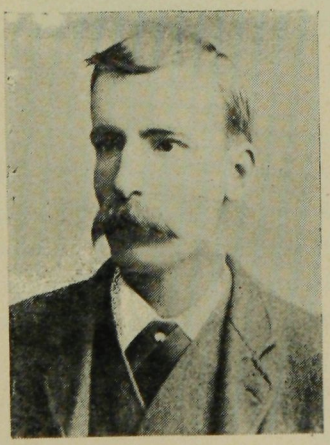
The management was most efficient and the attendance very large, over 3,000 being present. Dr. K. I. O'Doherty was president of the committe and Mr. Tom Welsby the hon. secretary. His Excellency Sir Arthur Kennedy and Miss Kennedy were present. Fourteen events were disposed of and the prizes handed over to the winners by Miss Kennedy before 6 o'clock. To Mr. Welsby's exertions the great success of this meeting was due. 220 yards Grammar School handicap—C. Walsh, 6yds, 1st; E. Gregory, sc. 2nd; time, 25secs. 100 yards race—D. Scott, 1st; Fred Marlow, 2nd. A splendid race, won by a foot in 10½secs. Mile walk—T.O'Connor, 1st; F. Ransom, 2nd; time, 8min 15secs. 120 yards hurdle handicap—J. Blake, sc. 1st; C. Tully, 4yds,2nd; F. Marlow, 6yds, 3rd; time, 19½secs. 220 yards handicap—F. G. Connolly, 5yds, 1st; J. C. Boyd, 10yds, 2nd; P. Hardgrave, 5yds, 3rd; time, 25secs. This was a great race, Connolly throwing himself on to the tape, and in doing so he fell and put his shoulder out; Dr. O'Doherty attended to the injury. 880 yards handicap, *Observer* newspaper prize, silver cup—H. A. Francis (now Dr.), 30yds, 1st; M. Smith, 20yds, 2nd; J. O'Neil Brenan, 20yds, 3rd; time, 2min. 9secs. 440 yards handicap—F. Marlow, sc. 1st; P. W. Grant Pinnock, sc. 2nd; G. H. Pritchard, sc. 3rd. A splendid finish; time, 65½secs. 440 yards hurdle handicap—E. Markwell, 5yds, 1st; C. Tully, 10yds, 2nd; E. Gregory, 10yds, 3rd. Won with comparative ease in 1min 13secs. 250 yards champion race, for silver cup, to be won twice—D. Scott, 1st; P. Hardgrave, 2nd; T. Welsby, 3rd; won by 3 yards in 29secs. Long jump—J. Blake, 17ft 7in, 1st; D. Scott, 2nd. 1 mile handicap—T. A. Bond, 30yds, 1st; H. E. Kaye, 30yds, 2nd; F. E. Baynes, 20yds, 3rd; time, 5min 6secs. 200 yards consolation handicap—A. C. Boden, 1st; W. Hamilton, 2nd.



DR. H. A. FRANCIS.

1882, October 21st—This year's sports were again a great success and were held as formerly in the Queen's Park, with the following results:—220 yards Grammar School handicap—R. Kemmis, 11yds, 1st; W. J. Burkett, 16yds, 2nd; F. Cassidy, 12yds, 3rd. The next event was the 100 yards championship, in which great interest was taken, the best amateurs in Brisbane competing. The finish was remarkably close and exciting, the first four being almost a dead heat. The two judges unfortunately disagreed, one placing D. Scott, 1st; F. Marlow, 2nd; and G. H. Pritchard, 3rd; the other giving, G. H. Pritchard, 1st; D. Scott, 2nd; and F. Marlow, 3rd. The official time was

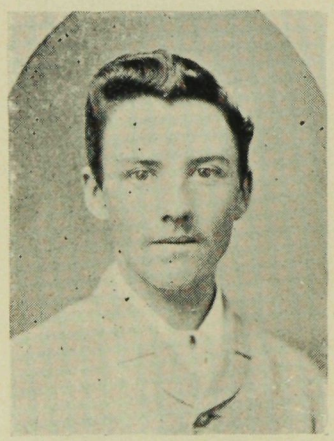
10⅜secs. The matter was afterwards considered by the Committee and by them referred back to the judges, who decided that the race should be run again, but only by Pritchard and Scott. The grounds on which they based their decision was that both Scott and Pritchard had been placed first, and as there was no third prize, they considered that these two only should start. This decision caused a great amount of dissatisfaction, and it was referred to a Sydney paper by telegram for an opinion, which was given that the three placed men should start. However, the judges verdict had to be adhered to, and in the run off a few days later Scott won, leading from the jump ; time, 10¾secs. 1 mile walking race—E. Tooth, 1st ; J. L. Campbell, 2nd ; W. Baynes, 3rd ; time, 8min 44secs. 120 yards hurdle handicap—T. S. Pratten, 4yds, 1st ; F. Marlow, 6yds, 2nd ; W. Burton, 2yds, 3rd ; time, 21secs. 220 yards handicap—A. C. Wylie, 5yds, 1st ; T. S. Pratten, sc. 2nd ; E. Gregory, 3yds, 3rd ; time, 25secs. 250 yards champion race, for silver cup, to be won twice—Dave Scott, the previous winner, was favourite—F. Marlow, 1st ; G. H. Pritchard, 2nd ; P. Hardgrave, 3rd ; time, 29secs. 880 yards handicap—W. Telford, 40yds, 1st ; A. Ricketts, sc. 2nd ; O. Roericht, 30yds, 3rd ; time, 2min 17½secs. 150 yards for youths under 20 years —T. H. Burrell, 1st ; A. C. Wylie, 2nd ; R. Norris, 3rd. High jump—D. Scott, 5ft 2in, 1st ; H. Perkins, 2nd. 440 yards handicap—A. C. Wylie, 20yds, 1st ; H. C. Tully, 15yds, 2nd ; P. Hardgrave, 7yds, 3rd ; time, 56½secs. 440 yards hurdle handicap—T. S. Pratten, 7yds, 1st ; E. Markwell, sc. 2nd. 1 mile handicap—T. Bothamley, 60yds, 1st; W. Telford, 60yds, 2nd; D. Campbell, 60yds, 3rd; time, 5min 26¼secs. Manx race—T. H. Burrell and S. Rowland, 1st; Pritchard brothers, 2nd. The prizes were handed over to the winners at the conclusion of the sports by Mrs. P. Perkins, who was heartily cheered, as was Dr. O'Doherty.



MR. FRED. MARLOW.

1883—October 6—The third annual combined sports were held in the Queen's Park, the weather conditions being the reverse of pleasant, a light drizzling rain falling all the afternoon. The attendance was excellent, there being over 2,000 present. The officials were: Judges, Messrs. R. P. Hickson and R. H. Roe ; starter, Mr. T. Welsby ; timekeeper, Mr. Edmund McDonnell; referee, Mr. Hector Perkins. At the close of the sports, the Acting-Governor, Sir Arthur Palmer, who was present all the afternoon, presented the trophies to the winners. 220 yards Grammar School handicap—E. F. Lord, 15yds, 1st ; F. Cassidy, 7yds, 2nd; A. E.

Hamilton, 16yds, 3rd. 100 yards flat race, bankers' prize—T. S. Pratten, 1st; G. H. Pritchard, 2nd; F. Marlow, 3rd; a magnificent finish; time, 10½secs. 1 mile walking race—J. L. Campbell, 1st; A. E. Hamilton, 2nd; W. Binder, 3rd; time, 8min 34secs. 120 yards hurdle handicap—T. S. Pratten, 6yds, 1st; E. Markwell, 4yds, 2nd; W. Burton, 4yds, 3rd. Markwell fell at the last hurdle but cleverly recovered, securing 2nd place; time, 19½secs. 220 yards handicap—F. Pratten, 4yds, 1st; T. S. Pratten, sc. 2nd; R. Baines, 7yds, 3rd; time, 25secs. Tom Pratten's shoe came off at the turn for home but he kept going, the brothers finishing first and second. 250 yards champion race, 3rd year, for silver cup, to be won twice (previous winners, 1881, D. Scott; 1882, F. Marlow)—G. H. Pritchard, 1st; F. Marlow, 2nd; A. C. Wylie, 3rd; time, 27½secs. 880 yards handicap—J. F. O'Gorman, 30yds, 1st; E. D. Graham, 10yds, 2nd; T. A. Bond, sc. 3rd; time, 2min 9secs. 150 yards maiden race—V. Sellheim, 1st; G. A. Cole, 2nd; M. O'Sullivan, 3rd; time, 16secs. High jump—E. J. Kellet and D. Scott a tie at 5ft 5in. 440 yards handicap—W. Telford, 12yds, and G. H. Pritchard, sc. dead heat; A. C. Wylie, 3rd; time, 55secs. 440 yards hurdle handicap—F. Marlow, sc. 1st; Pring Roberts, sc. 2nd; E. Markwell, sc. 3rd; time, 1min 6secs. 1 mile handicap—T. A. Bond, sc. 1st; H. Watson, 25yds, 2nd; T. Bothamley, 10yds, 3rd; won easily by 20 yards. 100 yards manx race—E. J. Kellet and M. O'Sullivan, 1st. Consolation handicap, 150 yards—Dove, 1st; Kelly, 2nd.



MR. W. TELFORD.

1884. October 18th—This meeting was held at the Albert Sports Ground, Bowen Bridge, for the purpose of wiping out a deficit of £70, caused by losses in connection with intercolonial (N.S.W.) team of footballers that visited Brisbane and played under Melbourne Rules, August, 1884. The results from the meeting were very unsatisfactory, only about 1500 spectators being present. 150 yards all schools race—F. A. Cassidy, sc. 1st; P. Cowlishaw, 4yds, 2nd; W. Thompson, 7yds, 3rd; time, 17secs. 100 yards flat race—G. H. Pritchard, 1st; T. S. Pratten, 2nd; A. C. Wylie, 3rd; time, 10¾secs. 880 yards handicap—J. R. Kelly, 30yds, 1st; T. A. Bond, sc. 2nd; W. Gibson, 20yds, 3rd; time, 2min. 11¼secs. 100 yards junior handicap—G. A. Cole, 2yds, 1st; A. L. Pritchard, 2yds, 2nd; P. Troy, 3yrds, 3rd; time, 10¾secs. 250 yards champion race, 4th year, silver cup, to be won twice, (previous winners: 1881, D. Scott; 1882, F. Marlow; 1883, G. H. Pritchard)—G. H. Pritchard, 1st; A. C. Wylie, 2nd; F. Pratten, 3rd; time, 27½secs. This win entitled Harry Pritchard

to ownership of the MacDonnell Cup. 120 yards hurdle handicap—T. S. Pratten, 6yds, and E. Hutton, 2yds, dead heat; Pring Roberts, 5yds, 3rd; time, 20¼secs. 1 mile walking handicap—J. L. Campbell, sc 1st; A. Modini, 20yds, 2nd; E. W. Jones, 40yds, 3rd; time, 8½mins. Throwing hammer (no weight given)—E. M. Hart, 67ft, 1st: T. Welsby, 64ft 8in, 2nd. This was stated to be an amateur record for Brisbane. 150 yards handicap—T. S. Pratten, 1yd, 1st; G. H. Pritchard, sc. 2nd; E. J. Kellett, 9yds, 3rd; time, 15½secs. 1 mile flat handicap, Wallaroo Cup—S. Wotton, 50yds, 1st; T. Bothamley, sc., 2nd; H. Craig, 30yds, 3rd; time, 5½mins. 440 yards hurdle handicap, Trimble Cup, to be won twice -Pring Roberts, 5yds, 1st; T. S. Pratten, sc. 2nd; time, 1min 14secs. 100 yards manx race—G. H. and A. L. Pritchard 1st; F. A. Cassidy and E. J. Kellett 2nd. 220 yards handicap, Excelsior Cup—G. H. Pritchard, sc. 1st; P. Troy, 10yds, 2nd; W. Telford, 8yds, 3rd; time, 25secs. 440 yards handicap—J. R. Kelly, 16yds, 1st; A. L. Pritchard, 15yds, 2nd; A. C. Wylie, 5yds, 3rd; time, 56½secs. Putting the cannon ball—E. M. Hart, 25ft 3in. Kicking football—G. H. Pritchard, 59yds 1in. Pole vaulting—Hector Perkins, 8ft 7in. The two latter events were decided in the Queen's Park a few days later as time did not permit of the programme being finished that day.

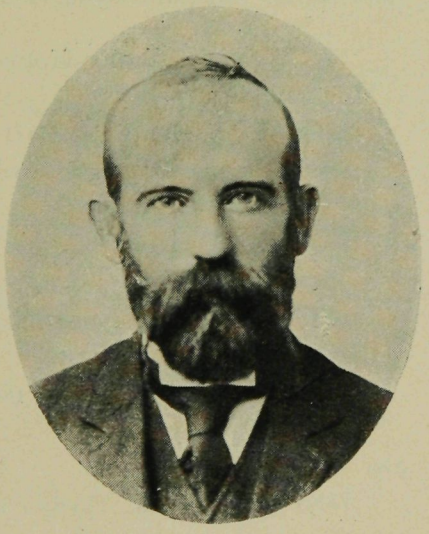
1885—October 3rd—This year's sports were held at the Union Ground, Toowong, and were a great success. The following officials acted: judges, Colonel Blaxland and D. Scott; starter, Mr. T. Welsby; timekeeper, Mr. Edmund MacDonnell; joint hon. secretaries, Messrs L. H. Nathan and E. J. Holmes. 120 yards all schools handicap—W. G. Thompson, 9yds, 1st; F. O'Rourke, 4yds, 2nd; W. C. Pritchard, 8yds, 3rd. 100 yards junior handicap—A. L. Pritchard, 4yds, 1st; R. Cairncross, 10yds, 2nd; E. J. Kellett, 4yds, 3rd; time 11secs. 100 yards champion race—A. Church, 1st; J. S. Anderson 2nd; H. A. MacDonald, 3rd; time, 10½secs. 100 yards manx race—G. H. and A. L. Pritchard, 1st; H. A. MacDonald and L. A. Hoelscher, 2nd; time, 13⅗secs. 220 yards handicap—A. L. Pritchard, 14yds, 1st; R. Cairncross, 20yds, 2nd; T. Hughes, 23yds, 3rd; time, 22⅕secs. 250 yards champion race—A. Church, 1st; J. S. Anderson, 2nd; A. C. Wylie, 3rd; time, 27½secs. Hop, step and jump—E. J. Kellett, 42ft, 1st; E. Hutton, 41ft 10in, 2nd. 440 yards hurdle handicap, Trimble Cup, to be won twice (previous winner, Pring Roberts.)—Pring Roberts, sc. 1st; G. L. Pratten, 17yds, 2nd; A. C. Wylie, 8yds, 3rd; time, 1min, 4⅗secs. Pring Roberts thus won the cup straight out; a remarkably good performance. 440 yards flat handicap—A. Church, 18yds, 1st; W. G. Long, 23yds, 2nd; H. A. MacDonald 8yds, 3rd; time, 52½secs. Pole vaulting—E. Hutton, 8ft 11in. 1,000 yards handicap—T. A. Bond, sc. 1st; J. Darragh, 45yds, 2nd; A. E. Hamilton, 40yds, 3rd; time, 2min 23½secs. 220 yards consolation handicap—F. E. Baynes 1st;

W. G. Long, 2nd; W. Telford, 3rd. A. Church, who ran so brilliantly at this meeting, afterwards successfully competed in Sydney in the big professional handicaps.

1887—February 19th and March 12th—These sports were practically the 1886 events brought forward from the usual month of October. That the change of month was not a good one, was amply proved by the wet and muggy weather prevailing, necessitating the weekly postponement of the second day's sports, which were originally intended for February 26th, to March 12th. The racing and management were all that could be desired, and the lack of attendance was fully compensated for by the excellence of the sport, the only omission being that the official timekeeper failed to make his appearance. The officials were: Judges, Messrs. R. H. Roe and Geo. Markwell; starter, Mr. Tom Welsby; hon. sec., Mr. L. H. Nathan. 120 yards all schools handicap—L. Gregory, 12yds, 1st; A. D. Graham, 12yds, 2nd. 100 yards championship of Queensland—H. A. MacDonald, 1st; A. L. Cotham, 2nd; H. L. Pratten, 3rd; won easily. 100 yards maiden handicap—Barnett Cohen, 11yds, 1st; H. R. Sykes, 9yds, 2nd; E. J. Bulcock, 8yds, 3rd. Ladies' bracelet, 150 yards handicap—Barnett Cohen, 13yds, 1st; J. C. Sherrington, 12yds, 2nd; G. Grenier, 15yds, 3rd. High jump—E. Hutton, 5ft 6in, 1st; E. J. Kellett, 5ft 3½in, 2nd. 250 yards championship of Queensland—H. A. MacDonald, 1st; J. T. Joyce, 2nd; J. Healion, 3rd; won by 6 yards. 1,000 yards handicap—W. A. Thompson, 25yds, 1st; F. W. Birley, 30yds, 2nd; F. W. Belbridge, 50yds, 3rd. 120 yards hurdle handicap—E. Hutton, 8yds behind scratch, 1st; G. Hutton, 4yds behind scratch, 2nd; C. P. Clark, 1yd behind scratch, 3rd. 220 yards handicap—W. J. Burton, 18yds, 1st; E. J. Beard, 25yds, 2nd; J. T. Joyce, 13yds, 3rd. 100 yards junior handicap—G. Grenier, 16yds, 1st; J. H. Morrison, 13yds, 2nd. 440 yards handicap—J. T. Isles, 22yds, 1st; T. Stewart, 30yds, 2nd; C. W. Scott, 15yds, 3rd. Kicking the football—E. Hutton, 66yds 11in, 1st; Geo. Hutton, 62yds 2ft 11in, 2nd; G. H. Pritchard, 60yds 2ft., 3rd. This was so far the best kick recorded in Queensland. 1,000 yards handicap—E. P. Young, 50yds, 1st; J. F. O'Gorman, 40yds, 2nd; F. W. Birley 30yds, 3rd. 150 yards consolation handicap—F. L. Sturgess, 7yds, 1st; A. L. Pritchard, sc. 2nd; E. S. Hale, 10yds, 3rd. 220 yards hurdle handicap—C. P. Clark, 1st; G. Hutton, 2nd; W. C. Pritchard, 3rd.

1888—April 21st and 28th—This years sports was the 7th annual meeting and, like the former years, they extended over two weeks. They were held at the Exhibition grounds, and were unfortunately a financial failure, only about 400 spectators attending. The following officials acted: Judges, Messrs. D. Campbell and J. C. Gibson; starter, Mr. S. Welsh; referee, Mr. W. Mooney;

master of the track, W. H. Beml ; timekeeper, W. Wilson. 120 yards all schools handicap—E. L. Bray, 1st ; W. Walker, 2nd ; time, 12⅖secs. 120 yards hurdle handicap—W. A. Wilmington, sc. 1st ; J. H. Morrison, 2yds behind scratch, 2nd ; time, 18secs. Hector Perkins fell at the last hurdle. 150 yards handicap—F. W. Mole, 17yds, 1st ; H. P. Pratten, 18yds, 2nd ; W. Clark, 18yds, 3rd ; time, 14⅘secs. 100 yards championship of Queensland—A. L. Cotham, 1st ; J. Exton, 2nd ; P. A. Broe, 3rd ; time, 10⅘secs. Ten started, the finish was close and exciting. 1 mile handicap walking race—J. McMillan, 30yds, 1st ; J. M. Campbell, 90yds, 2nd ; J. L. Campbell, sc. 3rd ; time, 7min 41secs. 1 mile handicap—H. G. Turner, 70yds, 1st ; J. Gormley, 60yds, 2nd ; W. G. Mayne, 60yds, 3rd ; time, 4min 54½secs. 100 yards junior handicap—J. H. Shekelton, 11yds, 1st ; J. Truran, 9yds, 2nd ; W. Miles, 12yds, 3rd ; time, 9⅕secs. 440 yards handicap - F. W. Belbridge, 12yds, 1st ; Thos. O'Brien, 28yds, 2nd ; P. J. Symes, 26yds, 3rd ; time, 52secs. 100 yards maiden race—V. L. Green, 1st ; G. F. Nolan, 2nd ; R. H. Dodwell, 3rd ; time, 10⅗secs. High jump—E. J. Kellett, 5ft 1in, 1st ; G. Hutton, 2nd. 220 yards handicap—W. H. Scarr, 22yds, 1st ; W. Clark, 17yds, 2nd ; J. H. Shekelton, 18yds, 3rd. No time was taken, but the race was considered to be one of the fastest of the day. 120 yards lacrosse race—J. Chalk, 1st ; J. Maxwell, 2nd. 250 yards champion race—F. W. Belbridge, 1st ; P. A. Broe, 2nd ; J. T. Isles, 3rd ; time given as 25½secs. 220 yards hurdle handicap—G. Hutton, sc. 1st ; W. A. Wilmington, 14yds, 2nd ; W. Drake, 14yds, 3rd ; time, 28⅕secs. Kicking the football—A. E. Flower, 58yds 6in. Consolation race, 150 yards—W. Clark, 1st ; S. Wotten, 2nd ; F. L. Sturgess, 3rd. 880 yards flat handicap—P. J. Symes, 50yds, 1st ; W. O'Brien, 50yds, 2nd ; W. G. Mayne, 30yds, 3rd ; time, 2min 5½secs.



MR. J. A. HAYES,

For yea 's connected with the principal Brisbane Sports Gatherings as handicapper.

1891—October 17th—This year's sports were held by the Northern Rugby Union on the Exhibition grounds and were the last football sports held in Brisbane, the attendance being very poor. The following gentlemen formed the sports committee : Messrs. R. P. Francis, A. Faulkner, T. S. Pratten, and O. J. Wilkins ; judges, Messrs. J. A. Hayes and J. E. Proctor. The timekeeper was absent, so no times were taken. 150 yards junior footballers' handicap—Trevor Neilson, 24yds, 1st ; F. C. M. Burne, 22yds, 2nd ; H. A.

Stafford, 26yds, 3rd. High jump, footballers only—A. D. Graham, 5ft 4in, 1st ; P. J. Coogan, 5ft 3in, 2nd. 120 yards hurdle handicap—H. E. Barlow, 5yds, 1st ; G. Hensler, sc. 2nd ; J. S. Isles, 8yds, 3rd. 100 yards amateur championship of Queensland—J. S. Isles, 1st ; T. F. M. Stanley, 2nd : W. H. Scarr, 3rd. ½ mile junior footballers' handicap—W. J. Pashen, 50yds, 1st ; T. F. M. Stanley, 65yds, 2nd ; H. G. Turner, 40yds, 3rd. 440 yards handicap—A. D. Graham, 27yds, 1st ; W. M. Crawford, 21yds, 2nd ; S. J. Percival, 29yds, 3rd. 1 mile walking handicap—C. Blanc, 80yds, 1st ; C. W. Plumridge, 65yds, 2nd ; H. J. Cain, 85yds, 3rd. 220 yards handicap—J. S. Isles, 10yds, 1st ; E. F. Lord, 14yds, 2nd ; G. Hensler, 20yds, 3rd. 1 mile handicap—E. Scott, 80yds, 1st ; A. E. Murrell, 20yds, 2nd ; F. W. Hemmant, sc. 3rd.

Eight-Hour Demonstration Sports.

1 Mile Handicap—

1885—John Healy, sc., 1st ; S. Wotton, 25yds., 2nd ; J. Ryan, sc., 3rd.

1886—James Darragh, 20yds., 1st ; Geo. Jones, 40yds., 2nd ; W. Shanks, sc., 3rd.

1887—S. Wotton, sc., 1st ; A. Harding, 80yds., 2nd ; J. G. Cairns, 85yds., 3rd.

1888—J. Gormley, 120yds., 1st ; A. Diery, 135yds., 2nd ; A. Harding, 145yds., 3rd.

1889—F. Low, 15yds., 1st ; W. J. Pashen, 30yds., 2nd ; F. Batch, 80yds., 3rd.

220 Yards Handicap—

1886—J. Geddes, 13yds., 1st ; J. Sampson, 12yds., 2nd ; J. M'Millan, 15yds., 3rd.

1898—R. Colton, 36yds., 1st ; W. Perrett, 32yds., 2nd ; R. Archibald, 34yds., 3rd.

1899—H. B. Radford, 13yds., 1st ; D. Shields, 21yds., 2nd ; G. J. Bennett, 15yds., 3rd.

1 Mile Eight-hour Amateur Championship of Queensland—

1890—F. W. Hemmant, 1st ; Neil Ferguson, 2nd ; S. Wotton, 3rd.

1891—F. Low, 1st ; F. W. Hemmant, 2nd ; A. E. Murrell, 3rd.

1892—W. J. Pashen, 1st ; A. E. Murrell, 2nd ; F. W. Hemmant, 3rd.

1893—Neil Ferguson, 1st ; C. Campbell, 2nd ; F. C. V. King, 3rd. Time, 4min. 51½sec.

1894—Neil Ferguson, 1st ; D. Munro, 2nd ; J. Doyle, 3rd.

1895—M. Clancy, 1st ; D. Munro, 2nd ; H. C. Holden, 3rd.

1896—C. Campbell, 1st ; C. C. Saunderson, 2nd. Time, 4min. 42sec.

1898—C. C. Saunderson, 1st ; F. Holt, 2nd ; J. E. Farrell, 3rd.

1899—C. C. Saunderson, 1st ; D. Williams, 2nd ; G. Cuffe, 3rd.

2 Miles Walking Handicap—

1890—D. J. Corrigan, 30yds., 1st; C. Holdway, 140yds., 2nd; W. Havercroft, 20yds., 3rd.

1891—W. Havercroft, 30yds., 1st; D. J. Corrigan, 30yds., 2nd.

Maiden Race—

1891 (150 yards)—G. Finnigan, 1st; C. Crumble, 2nd; S. T. Shelley, 3rd.

1892 ,, J. Warren, 1st; J. Long, 2nd; W. H. Lewis, 3rd.

1898 (130 yards)—N. J. M'Grory, 1st; C. Quinn, 2nd; C. Hardrath, 3rd.

440 Yards Flat Handicap—

1891—T. Finnigan, 27yds., 1st; J. M. Crawford, 27yds., 2nd; C. W. Seivers, 3rd.

1892—G. E. Dix, 37yds., 1st; C. Campbell, 35yds., 2nd; E. E. Quinlan, 33yds., 3rd. Time, 50sec.

1893—J. Doyle, 29yds., 1st; J. Croll, 35yds., 2nd; J. Ross, 14yds., 3rd.

1894—D. Munro, 24yds., 1st; R. J. Cole, 32yds., 2nd; B. Burton, 30yds., 3rd. Time, 50sec.

1 Mile Walking Handicap—

1894—J. Farrell, 70yds., 1st; P. Corrigan, 10yds., 2nd; D. Corrigan, 10yds., 3rd.

1896—P. J. Masterson, 10yds., 1st; H. Wotton, 55yds., 2nd; H. J. Cain, 25yds., 3rd.

May-Day Handicap—

1895 (150 yards)—J. Burton, 27yds., 1st; C. Campbell, 24yds., 2nd; A. J. Coren, 28yds., 3rd.

1896 (150 yards)—J. F. Westphal, 28yds., 1st; J. Burton, 23yds., 2nd; J. E. Krone, 26yds., 3rd.

1897 (150 yards)—T. B. Slattery, 9yds., 1st; B. Burton, 9yds., 2nd. Time, 12$\frac{3}{5}$secs. F. J. Morrisey, 9yds., won, but was disqualified for incorrect entry; the race between the remainder of the competitors was run off at the Brisbane Bicycle Club sports on Sept. 11, when J. Shekleton, 10$\frac{1}{2}$yds., won, entitling him to third place.

1899 (130 yards)—H. B. Radford, 12yds., 1st; C. Beyer, 15yds., 2nd; D. Shields, 14yds., 3rd.

Half-mile Handicap—

1897—F. Holt, 50yds., 1st; J. Finn, 80yds., 2nd; R. J. Katterns, 3rd.

1898—B. Burton, 20yds., 1st; F. G. S. Isbel, 53yds., 2nd; W. G. Wolfe, 24yds., 3rd.

1899—J. E. Farrell, 35yds., 1st; W. J. Wolfe, 35yds., 2nd; W. Farrell, 60yds., 3rd. Time, 2min. 5$\frac{1}{10}$sec.

Running Long Jump—

1899—F. W. Kingston (20ft. 1in.)

St. Patrick's Day Celebration Sports.

Maiden Race—

1887 (150 yards)—W. Phillips, 1st; Farrell, 2nd; P. Broe, 3rd.
1888 ,, J. S. Exton, 1st; J. H. Morrison, 2nd; MacMahon, 3rd.
1889 ,, R. Hildebrandt, 1st; W. Overland, 2nd; C. Crumble, 3rd.
1890 ,, Stott, 1st; Eickson, 2nd; Galloway, 3rd.
1891 ,, C. Crumble, 1st; R. Conn, 2nd; T. Dickenson, 3rd.
1892 ,, R. Lackey, 1st; N. Colton, 2nd; J. Doyle, 3rd.
1893 ,, E. S. Wilmington, 1st; E. Clifford, 2nd.
1894 ,, M. J. Bonfield, 1st; J. Westphal, 2nd.
1895 ,, A. J. Colton, 1st; C. R. Robinson, 2nd.
1896 ,, J. Donaldson, 1st; Ferguson, 2nd; H. Walden, 3rd.
1897 (130 yards)—J. Shekelton, 1st; T. Moffat, 2nd. Time, 14sec.
1898 (100 yards)—E. Meaher, 1st; B. Ryan, 2nd; J. S. Glassop, 3rd. Time, 11¾sec.

Hibernian Grand Handicap—

1885 (100 yards)—V. E. Haseler, 12yds., 1st; A. C. Wylie, 3yds., 2nd; P. Troy, 8yds, 3rd.
1887 (100 yards)—V. E. Haseler, 8yds., 1st; R. Cairncross, 10yds., 2nd; P. A. Broe, 9yds., 3rd.
1887 (150 yards)—V. E. Haseler, 13yds., 1st; R. Cairncross, 16yds., 2nd; P. A. Broe, 14yds., and J. H. Morrison, 12yds, dead heat, 3rd.
1888 (150 yards)—P. A. Broe (assumed name, O'Grady), 13yds, 1st; R. H. Dodwell, 20yds., 2nd; W. Clarke, 17yds., 3rd.
1889 (150 yards)—J. S. Isles, 21yds, 1st; G. Maitland, 21yds, 2nd; D. Munro, 19yds., 3rd.
1890 (150 yards)—J. T. Isles, 17yds., 1st; J. Gormley, 18yds., 2nd; F. Dix, 23yds., 3rd.
1891 (150 yards)—E. E. Quinlan, 26yds., 1st; D. Munro, 25yds., 2nd; J. Anderson, 23yds., 3rd. Time, 14⅕secs.
1892 (150 yards)—G. S. Dix, 23yds., 1st; M. Healy, 25yds., 2nd; C. Stott, 20yds., 3rd. Time, 13⅗sec.
1893 (150 yards)—R. Lackey, 26yds., 1st; J. T. Phipps, 22yds., 2nd; Neil Ferguson, 21yds., 3rd.
1894 (150 yards)—F. C. M. Burne, 28yds., 1st; N. J. M'Grory, 28yds., 2nd; J. W. Goodwin, 27yds., 3rd.
1895—(150 yards)—C. Campbell, 27yds., 1st; A. J. Coren, 30yds., 2nd; M. J. Bonfield, 26yds, 3rd. Time, 12⅗secs.
1896—(150 yards)—J. Higgins, 20yds., 1st; C. Campbell, 13yds, 2nd; J. Burton, 14yds., 3rd. Time, 12⅗secs.
1897 (130 yards)—J. Burton, 3yds., 1st; H. Walden, 15yds., 2nd; B. Burton, 8yds., 3rd. Time, 12Ⅸsecs.

1899—(150 yards)—E. H. Lindsay, 34yds., 1st; G. J. Bennett, 31yds., 2nd; F. Holt, 30yds., 3rd. Time, 12⅘secs.

1900—(150 yards)—S. J. Twist, 22yds, 1st; G. J. Bennett, 21yds, 2nd; A. Scanlan, 21yds, 3rd. Time, 13⅕secs.

1 Mile Handicap Flat Race—

1888—W. G. Mayne, 110yds., 1st; H. Turner, 100yds., 2nd; T. Kelly, 110yds., 3rd. Time, 4min. 54secs. F. Low won this event but was disqualified for running in tights.

1889—Neil Ferguson, 65yds., 1st; H. G. Turner, 65yds., 2nd; W. G. Mayne, 70yds., 3rd. Time, 4min. 52secs.

1890—F. W. Hemmant, 10yds., 1st; Neil Ferguson, 20yds, 2nd; E. Scott, 65yds., 3rd.

1897—R. Katterns, 80yds, 1; S. J. Glassop, 80yds, 2nd; C. C. Saunderson, 10yds, 3rd. Time, 4min. 53secs.

1898—W. G. Wolfe, 80yds, 1st; D. Brown, 75yds, 2nd; J. S. Glassop, 55yds, 3rd. Time, 5min. 2secs.

Mile Walking Handicap—

1889—W. McCallum, 75yds.. 1st; J. Campbell, sc., 2nd; J. M. Campbell, 80yds., 3rd.

1890—D. J. Meade, 70yds., 1st; Watson, 2nd; P. Corrigan, 30yds., 3rd.

1891—J. Dowdall, 55yds., 1st; W. M'Callum, 65yds., 2nd; P. Corrigan, 35yds., 3rd.

1892—P. J. Masterson, 45yds., 1st; P. Nelson, 70yds., 2nd; J. Crans, 50yds., 3rd.

1893—H. J. Cain, 100yds., 1st: W. Farrell, 50yds., 2nd.

1894—H. J. Cain, 75yds., 1st; D. O'Brien, 70yds., 2nd.

1895—W. Farrell, 55yds., 1st; P. J. Masterson, 10yds., 2nd.

1896—H. J. Cain, 30yds., 1st: C. L. Farrell, 55yds., 2nd.

1897—P. J. Corrigan, sc., 1st; A. B. Willcox, 100yds., 2nd; C. L. Farrell, 110yds., 3rd.

1898—P. J. Corrigan, sc.; 1st; A. B. Willcox, 105yds., 2nd. Time, 7min. 30½sec.

1899—W. Farrell, 130yds., 1st; P. J. Corrigan, sc., 2nd; D. Corrigan, 35yds., 3rd.

1900—A. B. Wilcox, 90yds, 1st; P. J. Corrigan, sc., 2nd; W. Unmack, 180yds, 3rd. Time, 6min. 51⅕secs.

Running High Jump—

1889—E. J. Kellett, 5ft. 3in.

1890—E. J. Kellett, 1st, 5ft. 7in.; C. S. Graham, 2nd, 5ft. 5in.

1891—J. Curtis (ab.), 1st, 5ft. 10in.: E. J. Kellett, 2nd, 5ft. 9in.

1899— W. T. Marum, 1st, 4ft. 10in.

1900—M. Moran, 1st., 5ft.

Half-mile Handicap Flat Race—

1891—A. E. Murrell, 25yds., 1st; A. Harding, 42yds., 2nd; J. Beesley, 45yds., 3rd.

1895—C. Campbell, 30yds., 1st; M. Clancy, 30yds., 2nd; Neil Ferguson, (senr.), 5yds., 3rd. Time, 2min. 5secs.

1896—C. Campbell, 40yds., 1st; N. Ferguson, (senr.) 35yds., 2nd; Neil Ferguson, (junr.), 65yds, 3rd. The distance short; time, 1min. $45\frac{2}{5}$secs.

1897—R. Katterns, 50yds., 1st; C. Campbell, sc., 2nd; M. J. McKennairey, 60yds., 3rd. Time, 2min.

1899—C. Campbell, sc., 1st; C. C. Saunderson, 20yds., 2nd; A. B. Mee, 75yds., 3rd. Time, 2min. $8\frac{1}{5}$secs.

1900—A. Wildman, 75yds, 1st; H. F. Alcorn, 70yds, 2nd; J. Mahoney, 35yds, 3rd. Time, 2min.

Running Long Jump—

1891—J. Byrne, 17ft., 9in., 1st; E. J. Kellett, 17ft., 2in., 2nd.

1900—J. C. Duffy, 1st., 19ft.

Quarter-mile Handicap—

1892—J. Ross, 34yds., 1st; F. H. Doyle, 31yds., 2nd: W. Maher, 33yds., 3rd.

1893—J. Ross, 26yds., 1st; R. Lackey, 35yds., 2nd; J. Croll, 32yds, 3rd.

1894—J. W. Goodwin, 34yds., 1st; A. J. Coren, 32yds, 2nd.

1897—C. Campbell, sc., 1st; J. Shekelton, 20yds, 2nd; H. Walden, 35yds., 3rd. Time, $50\frac{1}{2}$secs; an unregistered record for Queensland.

1898—J. Burton, 4yds., 1st; J. Shekelton, 5yds., 2nd; W. H. Southwick, 20yds, 3rd. Time, $49\frac{1}{5}$secs. (Distance short of $\frac{1}{4}$.)

1899—H. B. Radford, 16yds., 1st; C. Campbell, sc., 2nd; E. J. H. Bishop, 12yds., 3rd. Time, $54\frac{3}{5}$secs.

1900—A. Wildman, 30yds, 1st; L. H. Wallace, 31yds, 2nd; J. J. Cummins, 28yds, 3rd. Time, $52\frac{4}{5}$secs.

220 Yards Handicap—

1898—D. E. Joyce, 16yds., 1st; J. Burton, 3yds, 2nd; H. B. Radford, 12yds., 3rd. Time, $23\frac{3}{5}$secs.

1899—F. Holt, 16yds., 1st; B. Burton, 19yds., 2nd; C. K. E. Woods, 13yds., 3rd. Time, $24\frac{1}{10}$secs.

1900—A. Scanlan, 23yds, 1st; S. J. Twist, 22yds, 2nd; J. J. Cummins, 20yds, 3rd. Time, 25secs.

Putting 16lb. Weight—

1899—Geo. Hawkes, 40ft. 7in. Australasian record. This was a scratch event, and there were four competitors. G. Hawkes (North Brisbane), the burly police officer, surpassed all expectations by putting up a new Australasian record. His put, when carefully measured by a surveyor, was found to be 40ft. 7in., the previous best Australasian performance having been by O. M'Cormack, 39ft. 4in., at Palmerston, New Zealand, on the 23rd January, 1893.

1900—J. Maginley 1st, with a put of 22ft. 6in., 22ft. allowed, making 44ft. 6in.,; Geo. Hawkes 2nd., sc., with a put of 43ft. 7½in. A new Australasian record.

Throwing the Discus—

1900—Geo. Hawkes, 100ft. 9in. Australasian record.

2 Mile Handicap—

1899—F. N. Beausang, 70yds., 1st; C. C. Saunderson, sc., 2nd; D. Williams, 30yds., 3rd. Time, 11min. 20⅗secs.

1900—D. Brown, 170yds, 1st; A. M. Oxlade, 220yds, 2nd; C. C. Saunderson, sc., 3rd. Time, 10min. 51secs.

Pole Vault—

1900—M. Moran, 9ft. 3in., 1st.

Western Star Lodge Sports—New Year's Day.

(Sandy Gallop, near Ipswich.)

150 Yards Amateur Handicap—

1888—G. D. Locke, 18yds, 1st; M. McLean, 14yds, 2nd; F. L. D. Sturgess, 16yds, 3rd. Time, 14⅘secs.

1889—E. J. Kellett, 25yds, 1st; J. H. Morrison, 24yds, 2nd; J. Matthews, 28yds, 3rd. Time, 14¼secs.

1890—J. Linden, 21yds, 1st; H. Jones, 21yds, 2nd; J. McGrath, 20yds, 3rd. Time, 14⅘secs.

1891—W. Fox, 15yds, 1st; S. H. McCarroll, 19yds, 2nd; H. Jones, 14yds, 3rd. Time, 15⅗secs.

1892—T. E. Taylor, 7yds, 1st; P. Maroney, 9yds, 2nd; W. Stafford, 5yds, 3rd. Time, 16½secs.

1893—W. J. Phipps, 8yds, 1st; C. Campbell, 6yds, 2nd; J. E. Clifford, 4yds, 3rd. Time, 15⅕secs.

1894—P. Casey, 12yds, 1st; S. Harding, 9yds, 2nd; J. Ross, 14yds, 3rd. Time, 15⅗secs.

1896—R. Archibald, 14yds, 1st; W. Kirwin, 15yds, 2nd,

Hurdle Race Handicap, 150 yards—

1888—C. S. Graham, 9yds, 1st. Time, 23secs.

1889—E. J. Kellett, 11yks, 1st. Time, 21½secs.

1890—H. Jones, 12yds, 1st. Time, 21½secs.

440 Yards Handicap—

1890—E. G. Harding, 25yds, 1st; W. O'Brien, 15yds, 2nd; T. O'Brien, 5yds, 3rd. Time, 56⅘secs.

1891—W. M. Crawford, 10yds, 1st; T. O'Brien, sc., 2nd; R. Cross, 12yds, 3rd. Time, 59secs.

Breakfast Creek Grounds.

(Brisbane Sports Club.)

120 Yards Hurdle Handicap—

1889—November 2nd.—L. Davis, 2yds behind sc., 1st; J. Exton, 6yds behind sc., 2nd; E. J. Kellett, 2yds behind sc., 3rd.

1889—November 11th.—W. C. Pritchard, 6yds behind sc., 1st; W. A. Wilmington, 4yds behind sc., 2nd.

440 Yards Flat Handicap—

1889—November 2nd.—N. Ferguson, 8yds, 1st; P. A. Broe, sc., 2nd.

1889—November 11th.—T. F. M. Stanley, 20yds, 1st; F. J. Robinson, 25yds, 2nd.

150 Yards Amateur Handicap—

1889—November 2nd.—L. Davis, 17yds, 1st; N. Ferguson, 17yds, 2nd; C. Stott, 15yds, 3rd.

1889—November 11th.—T. F. M. Stanley, 12yds, 1st; F. J. Robinson, 12yds, 2nd.

1889—December 26th, 27th, 28th and 30th.—A. L. Pritchard, 29yds, 1st; J. H. Morrison, 27yds, 2nd; A. E. Nagel, 23yds, 3rd. Time, 13⅕secs.

1891—October 10th.—P. C. Sapsford, 25yds, 1st; R. G. Scott, 25yds, 2nd; T. C. Moxley, 26yds, 3rd.

Norman Sheffield Handicaps.

(Inaugurated May 31st and June 1st, 1889.)

First amateur events ran on July 3rd, 4th, 5th and 6th, 1889, at the Exhibition Grounds at night under electric light. Committee of Management: Messrs. J. Macnamara, F. M. Hannington, G. H. Pritchard, A. Meston and D. Scott; judges, Messrs. G. H. Pritchard and A. Meston; timekeeper, Mr. J. Deuchar; starter, Mr. J. Macnamara,

Amateur Flat Handicap—150 Yards—

1889—July 3rd, 4th, 5th and 6th—82 nominated—C. R. Morton, 25yds, 1st. W. G. Mayne, 33yds, 2nd; W. C. Pritchard, 31yds, 3rd. Time, 13secs.

1889—July 25th, 26th and 27th.—119 nominated—75 yards handicap—W. C. Pritchard, 7½yds, 1st; F. W. Mole, 6½yds, 2nd; F. Sturgess, 7½yds, 3rd. Time, 7½secs.

1889—August 3rd—250 yards handicap—J. F. Bailey, 11yds, 1st; P. C. Sapsford, 8yds, 2nd; A. Hamilton, 10yds, 3rd.

1889—August 3rd—440 yards handicap—Neil Ferguson, 15yds, 1st; P. C. Sapsford, 8yds, 2nd; H. C. Dutton, 2yds, 3rd.

1889—August 3rd—120 yards hurdle handicap—H. V. Hewitt, 3yds, 1st; J. D. Lee, 5yds, 2nd; E. E. Quinlan, 6yds, 3rd. Time, 19secs.

1889—August 21st, 22nd, 23rd, and 24th.—100 yards—145 acceptors—E. Allen, 10yds, 1st; H. T. S. Bell, 7yds, 2nd; C. W. Seivers, 11yds, 3rd. Time, 10secs.

1889—August 21st, 22nd, 23rd, and 24th.—100 yards scratch intercolonial race for footballers—J. Exton (Q.) 1st; J. S. Anderson (Q.) 2nd; A. Hale (N.S.W.), 3rd; F. Hungerford (N.S.W.), 4th. Time, 10½secs.

1889—September 7th—250 yards—W. C. Pritchard, 5yds, 1st; P. A. Broe, sc., 2nd; N. Ferguson, 7yds, 3rd.

1889—September 7th—75 yards—106 nominators—F. H. Doyle, 8½yds, 1st; H. T. Bell, 4½yds, 2nd; W. C. Pritchard, 4yds, 3rd. Time, 7⅖secs.

1889—October 18th, 22nd, and 23rd.—75 yards—93 nominators—W. C. Pritchard, 1½yds, 1st; J. D. Lee, 5½yds, 2nd; C. Crumble, 5yds, 3rd. Time, 7⅖secs.

1889—November 13th, 14th, 15th and 16th.—75 yards—P. Herdsman, 6yds, 1st; E. Allen, 2½yds, 2nd; T. Clark, 8yds, 3rd. No time taken.

Hospital Sports Carnival.

Held—July 29th, 1893; July 7th, 1894; July 6th, 1895; July 25th, 1896; September 4th, 1897; July 30th, 1898; October 7th, 1899.

Footballers' Handicap—

1893—220 yards—F. Brandon, 26yds, 1st; R. A. Conn, 23yds, 2nd; F. C. M. Burne, 23yds, 3rd. Time, 21⅗secs.

1893—440 yards—R. J. Cole, 30yds, 1st; B. Burton, 29yds, 2nd; Neil Ferguson, (junr.), 26yds, 3rd. Time, 51⅗secs.

Lacrosse Race—

1893—150 yards—T. F. M. Stanley, 1st; W. J. Ewart, 2nd.

1894—July 7th—120 yards—T. F. M. Stanley, 1st; R. Benson, 2nd.

150 Yards Handicap—

1893—W. T. Phipps, 24yds, 1st; E. S. Wilmington, 25yds, 2nd; F. Brandon, and B. Burton, 3rd.

1894—J. Westphal, 27yds, 1st; D. Munro, 22yds, 2nd; J. W. Goodwin, 26yds, 3rd. Time, 13⅘secs.

1895—J. Burton, 14yds, 1st; R. J. Cole, 12yds, 2nd; J. Shekelton, 18yds, 3rd. Time, 14⅗secs.

1896—O. Booth, 18yds, 1st; J. Macintosh, 19yds, 2nd; T. B. Slattery, 18yds, 3rd. Time, 14⅗secs.

1897—J. Faulkner, 29yds, 1st; J. Burton, 21½yds, 2nd; T. B. Slattery, 23yds, 3rd. Time, 12⅞secs.

(Dave Scott Memorial Race)—

1898—B. Burton, 22yds, 1st; F. Holt, 27½yds, 2nd; C. Beyer, 30yds, 3rd. Time, 13secs.

1899—C. Quinn, 32yds, 1st; J. Faulkner, 27yds, 2nd; C. Beyer, 30yds, 3rd. Time, 13secs.

120 Yards Hurdle Handicap—

1893—C. S. Graham, 5yds, 1st; H. V. Hewitt, 3yds, 2nd.

1894—N. J. McGrory, 2yds behind sc., 1st; H. V. Hewitt, 3yds behind sc., 2nd; A. B. Stanley, 1yd behind sc., 3rd. Time, 19⅘secs.

1895—A. B. Stanley, 3yds behind sc., 1st; H. E. Barlow, 8yds behind sc., 2nd; J. Higgins, sc., 3rd. Time, 18⅘secs.

1896—M. M. Roseingrave (N.S.W.), 15yds behind sc., 1st; J. Macintosh, 7yds behind sc., 2nd; R. A. Auld, 3yds behind sc., 3rd. Time, 18⅗secs.

Throwing Cricket Ball—

1893—H. V. Hewitt, 108yds, 1st.

Kicking Football—

1893—C. S. Graham, 56yds, 1st.

100 Yards Amateur Championship of Queensland—

1894—D. Munro, 1st; T. F. M. Stanley, 2nd; W. B. Alexander, (N.S.W.), unplaced. Time, 10⅘secs.

1897—J. Burton, 1st; C. Campbell, 2nd; J. T. Joyce, 3rd. Time, 10⅒secs.

1898—J. Burton, 1st; T. B. Slattery, 2nd; E. J. H. Bishop, 3rd. Time, 10⅗secs.

1899—J. Burton, 1st; W. R. Freney, 2nd; J. Faulkner, 3rd. Time, 10¼secs.

220 Yards Handicap—

1894—J. Westphal, 24yds, 1st; M. J. Bonfield, 22yds, 2nd; J. W. Goodwin, 20yds, 3rd. Time, 22⅕secs.

1895—J. Burton, 16yds, 1st; J. F. Marchant, 19yds, 2nd; C. Campbell, 11yds, 3rd. Time, 23⅕secs.

1896—J. Morrisey, 23yds, 1st; J. A. Salisbury, 24yds, 2nd; W. J. McAuliffe, 28yds, 3rd. Time, 23⅗secs.

1897—J. Burton, 6yds, 1st; H. Wotton, 15yds, 2nd; J. Faulkner, 13yds, 3rd. Time, 24⅘secs.

1898—C. K. E. Woods, 23yds, 1st; C. Beyer, 29yds, 2nd; W. R. Freeney, 18yds, 3rd. Time, 22secs.

1899—W. H. Southwick, 80yds, 1st; C. G. Freestone, 20yds, 2nd; G. J. Bennett, 13yds, 3rd. Time, 22⅕secs.

One Mile Walking Handicap—

1895—W. Farrell, 35yds, 1st; W. Wotton, 60yds, 2nd; J. Lergessner, 60yds, 3rd. Time, 7min. 34⅕secs.

1896—P. Corrigan, sc., 1st; Low, 35yds, and H. J. Cain, 25yds, dead heat. Time, 7min. 23⅕secs.

One Mile Flat Handicap—

1895—C. C. Saunderson, 10yds, 1st; M. Clancy, 20yds, 2nd; R. J. Katterns, 80yds, 3rd. Time, 4min. 46secs.

1896—G. R. Low, 90yds, 1st: E. M. Campbell, 100yds, 2nd; W. Farrell, 90yds, 3rd. Time, 4min. 12secs.

1897—W. C. Rowe (Victoria), 40yds, 1st; F. Holt, 25yds, 2nd; D. Brown, 65yds, 3rd. Time, 4min. 47⅘secs.

1898—E. E. Needs (Victoria), 25yds, 1st; A. E. Whiteoak, 70yds, 2nd; R. C. Reid (N.S.W.), 10yds, 3rd. Time, 4min. 49⅕secs.

One Mile Relay Race—

1896—Toowong Harriers—C. Campbell, 1; J. Shekelton, 2nd; B. Burton, 3rd.

1898—North Brisbane Harriers—B. Burton, 1st; J. Burton, 2nd; J. F. Westphal, 3rd.

880 Yards Hurdle Handicap—

1897—H. B. Radford, 50yds, 1st; C. P. Smith (Victoria), 25yds, 2nd; R. J. Katterns, 40yds, 3rd. Time, 2min. 18secs.

1898—H. D. Smith (Victoria), sc., 1st; R. C. Reid (New South Wales), 5yds, 2nd; F. Holt, 25yds, (Queensland), 3rd. Time, 2min. 27secs.

Running High Jump—

1897—A. H. Jones, 5ft. 5in.

1899—A. H. Jones, 5ft. 7in.

Running Long Jump—

1898—M. M. Roseingrave (New South Wales), 21ft. $4\frac{3}{10}$in.

Throwing the 16lb. Hammer—

1899—G. Hawkes, 117ft. 6in., 1st; J. J. Mulroney, 95ft. 2in., 2nd.

880 Yards Handicap—

1899—M. Fitzgerald, 60yds, 1st; J. Stott, 55yds, 2nd; R. W. J. Tipping, 60yds, 3rd. Time, 1min. $56\frac{3}{5}$secs.



MR. GEORGE HAWKES,

Queensland Champion Hammer Thrower and Australasian Record Weight Putter.

440 Yards Hurdle Handicap—

1889—F. Holt, 12yds, 1st; J. Burton, sc., 2nd; C. K. E. Woods, 14 yards, 3rd. Time, 63secs.

Two-mile Handicap—

1899—J. Stott, 165yds, 1st; C. E. Saunderson, sc., 2nd; E. E. Ironmonger, 135yds, 3rd. Time, 10min $23\frac{3}{5}$secs.

AMBULANCE BRIGADE SPORTS.

The first sports meeting held in aid of the funds of this Institution took place at the Exhibition Grounds on October 20th, 1894. The weather was showery, only about 500 spectators being present. Intercolonial athletes, both cycling and running, took part.

150 yards handicap — J. Burton, 30yds, 1st; M. J. Bonfield 28yds, and G. W. Dalgleish 30yds, dead heat. Time, 13secs. The two latter ran off, a tie a tie again resulting. 220 yards handicap—J. D. Lee, 25yds, 1st; B. Burton, 21yds, 2nd; J. W. Goodwin, 17yds, 3rd. Time, $22\frac{1}{5}$secs. 120 yards hurdle handicap—H. E. Barlow, 6yds behind sc., 1st; H. Hawkins, sc., 2nd; D. Shields, 1yd behind sc., 3rd. Time, $19\frac{3}{5}$secs. 880 yards handicap—G. C. Griffin (N.S.W.), 10yds, 1st; R. C. Reid (N.S.W.), sc., 2nd; H. C. Holden (N.S.W.), 3rd. Time, 2min. $4\frac{3}{5}$secs. 440 yards handicap—D. Munro, 8yds.

1st; J. Ross, 20yds, 2nd; N. Ferguson (junr.), 26yds, 3rd. Time, 53secs. 1 mile handicap – Harrier Steeplechase, over 16 jumps, 2ft. 6in.—R. C. Reid, (N.S.W.), sc., 1st; Neil Ferguson, sc., 2nd; H. C. Holden (N.S.W.), 40yds, 3rd. Won by a few yards. Time, 4min. 57secs.

April 30th, 1898—Mr. J. M. Campbell was chairman of this year's sports; Mr. W. Welsby, hon. sec.; and Mr. J. F. Batson, hon. treas. 100 yards handicap—E. J. H. Bishop, 9yds, 1st; W. R. Freeney, 8yds, 2nd; H. Walden, 6yds, 3rd. Time, $9\frac{4}{5}$secs. 220 yards handicap—H. Walden, 13yds, 1st; E. J. H. Bishop, 14yds, 2nd; J. Burton, sc., 3rd. Time, 23secs. 1,000 yards handicap—J. Westphal, 33yds, 1st; J. Finn, 25yds, 2nd; A. E. Whiteoak, 50yds, 3rd. Time, 2min. 30secs.

April 15th, 1899.—W. Welsby, hon. sec.; J. F. Batson, hon. treas. A fine afternoon and good attendance, the sports being well conducted. 100 yards handicap—N. Langdon, 8yds, 1st; J. Faulkner, 6yds, 2nd; A. B. Yorston, 11yds, 3rd. Time, $9\frac{4}{5}$secs. 220 yards handicap—N. Langdon, 8yds, 1st; T. B. Slattery, $21\frac{1}{2}$yds, 2nd; H. B. Radford, 9yds, 3rd. Time, $22\frac{4}{5}$secs. In this event Slattery threw himself at the tape and, falling heavily, broke his collar bone. 440 yards hurdle handicap—A. B. Stanley, 10yds, 1st; F. Holt, 8yds, 2nd; J. Burton, sc., 3rd. Time, 1min. $2\frac{4}{5}$secs. 1,000 yards flat handicap—G. Cuffe, 15yds, 1st; J. E. Farrell, 45yds, 2nd; W. G. Wolfe, 45yds, 3rd. Time, 2min. $32\frac{2}{5}$secs.

Miscellaneous Events.

Oddfellows' Sports—Breakfast Creek—

Dec. 10th, 1889—150 yards handicap—Trophy, value £25—E. W. Stanley, $17\frac{1}{2}$yds, 1st; W. J. King, 18yds, 2nd; J. Fury, 19yds, 3rd. Time, $14\frac{7}{10}$secs.

New Farm C.C. Sports—

April 14th, 1888—100 yards maiden—W. T. Horsley, 1st. 440 yards flat handicap—G. F. Nolan, 30yds, 1st. Time, 55secs. 150 yards handicap—W. T. Horsley, 18yds, 1st. Time, $14\frac{2}{5}$secs. 1 mile flat handicap—W. C. Pritchard, 100yds, 1st. Time, 4min. $57\frac{1}{2}$secs. 150 yards club handicap – G. L. Eves, 1st. Time, $16\frac{1}{2}$secs. 1 mile walk—J. McMillan, 90yds, 1st. Time, 7min. $40\frac{1}{2}$secs. 100 yards club champion race—T. A. Shields, 1st.

May 3rd. 1890—100 yards club championship and 150 yards club handicap—J. D. Lee, 1st. 440 yards flat handicap—T. F. M. Stanley, 30yds, 1st. 150 yards flat handicap—H. Turner, 24yds, 1st.

March 1889—100 yards maiden—W. C. Overland, 1st. Club championship, 100 yards—G. L. Eves, 1st. Lacrosse race—A. T. Pierson, 1st. 150 yards handicap, open—G. L. Eves, 25yds, 1st. 1 mile flat handicap—T. Mahoney, 85yds, 1st; F. W. Hemmant, 65yds, 2nd; J. Hanley, 85yds, 3rd. 440 yards flat handicap—W. G. Mayne, 30yds, 1st. 130 yards club handicap—H. White, 13yds, 1st.

Breakfast Creek Sports, in aid of school—

June 26th, 1890—100 yards maiden race—H. V. Hewitt. 120 yards hurdle race—H. V. Hewitt. 250 and 440 yards handicap—N. Ferguson. 75 yards handicap—T. Creane, 10yds, 1st.

Temperance Fete, Breakfast Creek—

Nov. 9th, 1890—150 yards maiden race—John Anderson. Mile walking handicap—P. J. Masterson, 30yds. Vaulting with pole and running high jump—A. D. Graham, 8ft. 5in., and 5ft. 7in., respectively. 150 and 220 yards handicap flat race—W. M. Crawford, 1st; R. H. Dodwell, 2nd. Hop, step and jump—C. S. Graham, 39ft. 2in.

Queensland Scottish Association; Breakfast Creek—

Nov. 9th, 1891—2 mile walking race—J. Farrell, 70yds, 1st; D. J. Corrigan, sc., 2nd; P. Corrigan, 140yds, 3rd. 250 yards members' flat race—Neil Ferguson, 1st. 440 yards handicap—Neil Ferguson, sc., 1st; A. D. Graham, 20yds, 2nd; J. Warren, 27yds, 3rd. 440 yards hurdle handicap—Neil Ferguson, sc., 1st; C. S. Graham, 6yds, 2nd; A. E. Murrell, 16yds, 3rd. 150 yards flat handicap—James Ross, 25yds, 1st; J. Warren, 19yds, 2nd; B. L. Callaghan, 25yds, 3rd.

May 24th, 1893—150 yards flat handicap—B. Burton, 29yds, 1st; J. Croll, 28yds, 2nd; C. Campbell, 20yds, 3rd. 440 yards flat handicap—J. Croll, 34yds, 1st; C. Campbell, 11yds, 2nd.

West End Sports—

April 9th, 1892—440 yards handicap—C. Campbell, 31yds, 1st.

Protestant Alliance Sports, Aquarium—

Nov. 11th, 1895—Amateur handicap, 100 yards—J. Westphal, 5yds, 1st; C. Campbell, 2yds, 2nd; D. Shields, 9yds, 3rd.

Oddfellows' Sports, Toowoomba—

May 25th, 1896—150 yards handicap—A. Muller, 16yds, 1st; C. Campbell, 4yds, 2nd; J. Krome, 5yds, 3rd. 120 yards hurdle handicap—D. Burns, 10yds, 1st; J. Lord, 6yds, 2nd.

Druids Sports—

Nov. 9th, 1891—Mile handicap flat race—E. A. Murrell, 15yds, 1st; W. J. Pashen, 35yds, 2nd.

Australian Natives Association Sports—

Jany. 26th, 1893—100 yards handicap—A. Hourigan, 9yds, 1st; C. Campbell, 7yds, 2nd. 440 yards flat handicap—C. Campbell, 11yds, 1st; J. Ross, 14yds, 2nd. 120 yards handicap hurdle race—J. Ross, 1yd behind sc., 1st; A. L. Pritchard, 5yds behind sc., 2nd; W. C. Pritchard, 10yds behind sc., 3rd. Mile walking race—J. Connelly, 60yds, 1st; W. Farrell, 95yds, 2nd; P. Nelson, 80yds, 3rd. Running high jump—A. D. Graham, 5ft. 2½in.

Centennial Sports, Exhibition Grounds—

Jany. 26th, 1888—Amateur handicap, 150 yards—F. Rudd, 15yds, 1st; J. B. Keid, 13yds, 2nd. 440 yards handicap—F. Bellridge, 14yds, 1st; S. Wotton, 28yds, 2nd. 440 yards hurdle race—S. Wotton, 1st; F. Belbridge, 2nd.

Coorparoo Cricket and Tennis Club Sports—

March 3rd, 1888—440 yards handicap—S. Wotton, 5yds, 1st; E. P. Young, 9yds, 2nd; W. Beattie, 15yds, 3rd. Mile walking race—F. Burstall, 120yds, 1st. Private match, £10 trophy—E. J. Beard, 3yds, P. A. Broe, sc. Broe won by 1 yard. Hurdle race—Geo. Diggles, 1st. 1 mile flat race—S. Wotton, sc., 1st. Club handicap, 3 distances, 100, 200 and 300 yards, decided on points—W. R. Shillington, 1st.

Nov. 12th, 1892—High jump—A. S. Woods, 5ft. 6in. Club handicap—150 yards—F. G. Henzell, 7yds, 1st. 300 yards—F. G. Henzell, 15yds, 1st. Open handicap, 440 yards—T. F. M. Stanley, 20yds, 1st; G. Beattie, 32yds, 2nd; J. C. Graham, 32yds, 3rd. Siamese race—T. F. M. and E. W. Stanley, 1st. Open handicap, 150 yards—W. Perry, 13yds, 1st; C. Campbell, 12yds, 2nd; H. W. Rawlings, 14yds, 3rd. Open handicap, 1 mile—F. G. Henzell, 85yds, 1st; T. B. Peak, 5yds, 2nd; J. C. Graham, 50yds, 3rd. Hurdle handicap, 120 yards—W. Perry, 3yds behind sc., 1st; H. W. Rawlings, 2yds, 2nd; F. W. H. Lade, 1yd, 3rd. Open walking handicap, 1 mile—P. J. Masterson, sc., 1st; H. J. Cain, 90yds, 2nd.

Sandgate Athletic Sports—

Sept. 29th, 1888—150 yards open handicap—R. G. Scott, 20yds, 1st; R. H. Dodwell, 15yds, 2nd; W. C. Pritchard, 15yds, 3rd. 440 yards handicap—P. A. Broe, 15yds, 1st. 1 mile handicap—T. J. Percival, 100yds, 1st.

Nundah Amateur Athletic Club Sports—

Jany. 15th, 1887—150 yards handicap—H. Ogilvie, 10yds, 1st: W. C. Pritchard, 6yds, 2nd; H. F. Booth, 5yds, 3rd. Hurdle handicap—W. C. Pritchard, 8yds, 1st; H. F. Booth, 7yds, 2nd; C. F. Baker, 5yds, 3rd.

Scottish Association Gathering, Exhibition Grounds—

Nov. 9th, 1887—440 yards handicap—J. T. Isles, 1st; J. Byrne, 2nd; H. W. Luya, 3rd. 150 yards handicap—W. A. Thompson, 1st; J. Murray, 2nd.

A.O.F. Gala, held at the Queensport Aquarium—

Jan. 1st., 1894—150 yards race—J. D. Lee, 1st; A. Langmead, 2nd; R. Lackey, 3rd.

Kedron Park Sports—

Sept. 25th and Oct. 2nd, 1886—150 yards handicap—H. A. MacDonald, 8yds, 1st; E. Hargreaves, 17yds, 2nd. Time, 14½secs.

Dec. 18th and 27th, 1886—150 yards handicap—A. L. Cotham, 17yds, 1st; J. Helion, 17yds, 2nd; R. McKellar, 17yds, 3rd. Time, 14secs.

Lenneberg Cup—

150 yards—W. H. Scarr, 6yds, 1st; G. Simpson, 7yds, 2nd.

Cross Country Championship.

1896—Won by G. R. Low, North Brisbane. This event has been contested three times in all up to the present, the first race taking place on September 19th, 1896, at the Albion Park Racecourse. The distance was three miles over hurdles, and a keen contest ensued with the following result:—

G. R. Low, North Brisbane	1
J. Finn, North Brisbane	2
S. Wotton, East Brisbane	3

The winner went to the front soon after the start, and leading the whole way, won by three yards. Time, 17min. 54¼secs.

1898—August 13th—Won by Mr. R. C. Reid, North Brisbane. This year's event was contested after the last race of the Q.T.C. Winter Meeting at the Eagle Farm Racecourse. There were 35 competitors, Mr. T. S. Pratten sending them off to a first-class start. Mr. R. C. Reid, late of N.S.W., at once went to the front, closely attended by C. Saunderson, East Brisbane, and F. Holt, Toowong. These positions remained unchanged throughout the race, Reid eventually winning very easily. The times were: 1 mile, 5min. 22secs.; 2 miles, 11min. 11secs.; 3 miles, 16min. 41secs.

1899—August 12th—Won by C. Saunderson, East Brisbane. The second and now annual contest took place at Eagle Farm as formerly. Forty-seven competitors took part. Saunderson made all his own running and headed the field at each lap. His times were: 1 mile, 5min. 22secs.; 2 miles, 10min. 59secs.; 3 miles, 17min. 32secs. E. Dawes, Indooroopilly, was second, and Saunderson's club mate, W. Farrell, filled the third position.



AUSTRALASIAN CHAMPIONSHIPS.

QUEENSLAND has been represented at four Australasian Championship meetings, the first being at Sydney, in May, 1890; the second at Christchurch, New Zealand, in January, 1896; the third at Sydney, in October, 1897; and the fourth at her own capital, Brisbane in 1899.

1890—May 31st, at Sydney—A strong contingent of New Zealanders and a small but smart detachment from Queensland competed, the latter consisting of Messrs. Neil Ferguson, A. L. and W. C. Pritchard, and E. J. Kellett. 120 yards flat handicap—E. Ryrie, Sydney, 11yds, defeated A. L. Pritchard, Q., 9yds, by 1 yard, in $12\frac{3}{10}$secs. Half-mile championship—Neil Ferguson, Q., 1st; D. Wood, N.Z., 2nd; L. H. Morgan, East Sydney, 3rd. Eleven started. White, N.S.W., took the lead, and was followed by Wood and Ferguson. No change took



MR. C. SAUNDERSON,

Cross Country and Long Distance Champion of Queensland.



MR. E. J. KELLETT MR. A. L. PRITCHARD MR. W. C. PRITCHARD MR. NEIL FERGUSON MR. R. L. NATHAN,
Hon. Sec., Q.A.A.C.

THE FIRST QUEENSLAND TEAM TO COMPETE
IN AUSTRALASIAN CHAMPIONSHIPS.

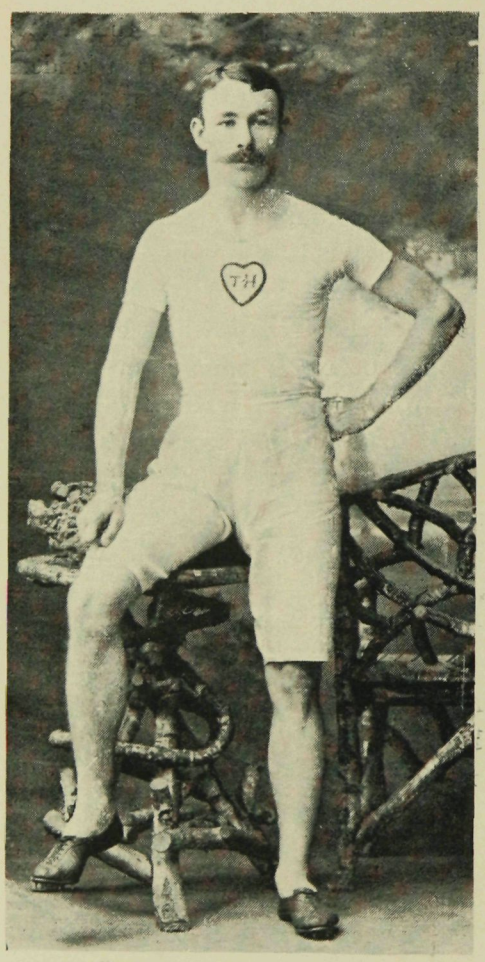
place until 200 yards from home, when the Queenslander went to the front in resolute style, and although challenged by several competitors, he shook them all off and won easily by three yards. Time, 2min. 4½secs. 100 yards championship—The Pritchard brothers started in this event, but although they both ran well, fourth was the nearest Wallie could get. The race was won by J. H. Hempton, of N.Z., with W. T. MacPherson, N.S.W., 2nd, and Reeves, N.Z., 3rd, in 10½secs. Considering that two of the fastest amateurs the world had seen up to that time were starters, the Queenslanders did not disgrace themselves. High jump championship—E. J. Kellett, Q, 5ft. 5in., 1st. White, N.S.W., and L. A. Cuff, N.Z., were competitors, but could not get within an inch of the Queenslander. 220 yards championship—W. T. MacPherson, N.S.W., 1st; J. H. Hempton, N.Z., 2nd; W. C. Pritchard, Q., 3rd. A great struggle. Time, 23secs. It was red hot company for our Wallie to bump up against, but he ran a great race and was close up at the finish. 120 yards hurdle handicap—E. J. Kellett ran in the second heat but got away badly and was not placed, B. Lusk, of N.Z., winning in 17⅗secs. Long jump championship—L. A. Cuff, N.Z., 19ft., 1st; E. J. Kellett, Q., 18ft. 10½in., 2nd. Kellett beat his own jump by over 1ft. on the grass after the event was decided, and on June 13, at the Eastern Suburbs, A.A. Club, he turned the tables on the New Zealander. 440 yards championship—Neil Ferguson, Q., started, but was unplaced, the great W. T. MacPherson, N.S.W., winning easily in 53⅒secs., and giving nothing else a show.

1896—January 2nd and 4th. Held at Lancaster Park, Christchurch, New Zealand, Charlie Campbell being the solitary Queensland representative. 100 yards championship—Campbell ran third in the heat won by A. J. Patrick, N.Z., in 10⅘secs., and consequently was out of the final. Quarter-mile flat championship—W. A. Low, N.Z., 1st; Chas. Campbell, Q., 2nd; H. M. Reeves, N.Z., 3rd. Ten starters. Won by 3 yards in 51⅗secs. 220 yards flat championship—Campbell, Q., started, but only got third in the heat won by A. J. Patrick, N.Z., in 23secs. Half-mile flat championship—The Queenslander ran unplaced, the time being 2min. 4⅗secs., E. E. Corner N.S.W., being the winner.

Charlie Campbell certainly jeopardised his chances in the championship events by train travelling to Rangiora on the previous day, and winning the treble,—100, 220 and 440 yards events—on very hard ground. The Queenslander's feet blistered as a consequence, and he was stiff in addition, as a result of his exertions and train journey. Charlie was modest enough to think that he had no chance to become an Australasian champion, otherwise he would have reserved himself for those events only.

1897—October 2nd—Third Australasian Championships, held at Sydney. C. Campbell, manager Queensland team. 75 yards handicap—W. C. Pritchard, 5yds, started in first heat, but was beaten. Fourth heat, J.

Shekelton, 2½yds, ran unplaced. 100 yards championship of Australasia—First heat: J. Burton, Q., defeated A. H. Holder, N.Z. and W. Cartwright N.S.W., (dead heat), in 10½secs. Second heat: S. Rowley, N.S.W., 1st, won by three yards, in 10⅗secs., C. Campbell being fourth. The final was won by Rowley, with the Queenslander, Burton, second, forty inches off. Time, 10secs., tieing W. T. MacPherson's N.S.W. record. Burton ran brilliantly and gamely, but the winner proved by his performance that he is Australasia's champion. The one mile walking championship of Australasia—D. Wilson, N.Z., 1st; A. O. Barrett, Vic., 2nd; A. W. Golding, N.S.W., 3rd. P. J. Corrigan, Q., started. Time, 6min. 41½secs., thus lowering the N.S.W. record by 1sec. 120 yards hurdle championship of Australasia—J. Laidlaw, N.S.W., 1st. J. Shekelton, Q., competed, but was not placed. Time, 16⅕secs. One mile running championship of Australasia—Won by W. Cuming, Vic., in 4min. 36⅗secs. H. Wotton and R. J. Katterns, Q., started, but were unplaced. Putting the 16lb. weight championship of Australasia—J. English, N.S.W., 37ft. 9in., 1st, W. A. Burke, Q., being fourth with 33ft. 9in. 440 yards championship of Australasia—Won in fine style (by three yards) by Charlie Campbell, Q., in 52secs. from A. H. Holder, the N.Z. crack, and G. A. Moir, Vic. Eleven started, but the Queenslander opened the eyes of the southerners by his brilliant display.



MR. CHARLES CAMPBELL,
Australasian Champion, 1897-99.

Second day—October 4th. 100 yards handicap—J. Shekelton 3½yds, J. Burton scratch, and W. C. Pritchard 6½yds, ran, but were unplaced. Half-mile handicap—H. Wotton, Q., 35yds, J. Shekelton 58yds, ran unplaced. One mile intercolonial scratch team relay race—Won by N.S.W., Victoria 2nd, Queensland 3rd (J. Shekelton, J. Burton, H. Wotton and C. Campbell), New Zealand 4th. 220 yards running championship of Australasia—S. Rowley, N.S.W. 1st; C. Campbell, Q, 2nd; J. Burton, Q., 3rd. Won by five yards,

one yard separating second and third men. Time, 22⅗secs. Broad jump championship of Australasia—R. J. Katterns was Queensland's representative, and he retired after one attempt. Half-mile running championship of Australasia—C. Campbell, Q., 1st; M. E. Wettenhall, 2nd; G. C. Griffin, N.S.W., 3rd. Won in splendid style, by two yards. Time, 2min. 2⅕secs. Ten starters. Three mile walking championship of Australasia—D. Wilson, N.Z., 1st; A. A. Greig, N.Z., 2nd; P. J. Corrigan, Q., 3rd. Time, one mile, 7min. 38⅗secs.; two miles, 15min. 18½secs.; three miles, 22min. 37⅕secs. A N.S.W. record. Three miles running championship of Australasia—R. J. Katterns ran unplaced.

Final score for the championships:—

New South Wales	...	...	...	6 points
New Zealand ..	...	...	...	4 ,,
Victoria...	...	...	...	3 ,,
Queensland	...	...	...	2 ,,

1899—Nov. 9th and 11th—Held at the Exhibition Ground, Brisbane.—Intense interest was manifested in all the events and there was a goodly number of Southern visitors outside of the competitors. Mr. Richard Coombes, President of the N.S.W.A.A A., was amongst the visitors on this occasion. New Zealand, Victoria and New South Wales were strongly represented, but it was unfortunate for Queensland that Charlie Campbell, the ¼ and ½-mile Australasian champion of 1897, could not compete. This was compensated for, however, by the brilliant performance of Mr. D. Wentworth, of Mt. Morgan, who succeeded in winning the ½-mile and 1-mile events. Mr. Peter Corrigan also showed up well in the Walking championships, being 2nd in the 1-mile and winning the 3-mile event. Mr. Geo. Hawkes also scored for Queensland in the Weight Putting, establishing a new record. Altogether three new Australasian records were made, viz.: 220 yards won by Stanley Rowley (N.S.W.); 120 yards hurdles, G. W. Smith (N.Z), in the second heat; Putting the 16lb., shot won by Geo. Hawkes (Q). The following are the results:—One-mile walking championship of Australasia—C. McAffer (N.Z.), 1st; P. J. Corrigan (Q), 2nd; R. Purbick (Vic.), 3rd. Time, 6min. 59secs. Putting the weight championship of Australasia, 16lb. shot from a 7ft. square.—G. Hawkes (Q), 43ft. 2in., 1st; W. O'Reilly (N.S.W.), 43ft. 1in., 2nd; W. H. Madill (N.Z.), 39ft. 8½in., 3rd. The put made by Hawkes passed the Australasian record by 2ft. 7in. 75 yards flat handicap—C. G. Freestone, 7yds, 1st: B. Burton, 4½yds, 2nd; W. Freeney, 2½yds, 3rd. Time, 7⅗secs. 100 yards championship of Australasia—Stanley Rowley (N.S.W), 1st; W. Shea (Vic.), 2nd; J. Burton (Q), 3rd. Time, 9⅒secs. This splendid time was disputed by some private watches which gave the time as 10secs. dead. High jump championship of Australasia—J. English (N.S.W.), 5ft. 8in,

1st; W. H. Madill (N.Z.), and A. H. Jones (Q), both cleared at 5ft. 7in., but failed at the winner's height. Throwing the hammer championship of Australasia—W. H. Madill (N.Z.), 130ft. 2in.; W. O'Reilly (N.S.W.), 127ft. 1in. 2nd; G. Hawkes (Q), 123ft. 5½in., 3rd. Madill beat his own and the Australasian record by nearly 6ft. Half-mile handicap foot race—J. P. Mahoney, 75yds, 1st; R. Home, 80yds, 2nd; W. J. Boyd, 90yds, 3rd. Time, 1min. 58⅘secs. 120 yards hurdle championship of Australasia—C. H. Gardner (Vic.), 1st; W. Lindsay, (N.S.W.), 2nd; J. Lord (Q), 3rd. Time, 16⅗secs. Won by a few inches only. Long jump championship of Australasia—J. English (N.S.W.), 21ft. 9½in., 1st; C. H. Gardner (Vic.), 21ft. 9in., 2nd; F. W. Kingston (Q), 20ft. 8in., 3rd. Three-mile running championship of Australasia—P. Malthus (N.Z.), 1st; C. C. Saunderson (Q), 2nd; Revd. L. B. Lawrence (Q), 3rd. Time, 16min. 28⅗secs. 440 yards championship of Australasia—W. Shea (Vic.), 1st; H. B. Radford (Q), 2nd; B. Burton (Q), 3rd. Time, 53⅘secs.

Second Day—The features of the second day's contests as far as our colony was concerned were the brilliant wins of D. Wentworth in half and mile championships and Peter Corrigan's splendid win in the 3-mile walking championship The results were as follows :—Dave Scott memorial race, 150 yards handicap—J. Faulkner, 16yds, 1st; C. G. Freestone, 20yds, 2nd; W. R. Freeney, 13yds, 3rd. Time, 13⅗secs. Three-mile walking championship of Australasia—P. J. Corrigan (Q), 1st; C. Field (N.S.W.), 2nd; C. McAffer (N.Z.), 3rd. Time, 23min. 28secs. Corrigan won easily in brilliant style. Half-mile running championsnip of Australasia—D. Wentworth (Q), 1st; A. H. Willis (Vic.), 2nd; J. W. Collins (N.S.W.), 3rd. Time, 2min. 3secs. Won comfortably. Pole jump championship of Australasia—J. Te Paa (N.Z), 10ft. 6in., 1st; A. M. Greenfield (Vic.), 10ft., 2nd; F. W. Kingston (Q), 9ft. 6in., 3rd. Te Paa afterwards cleared 10ft. 11¾in. 440 yards hurdle championship of Australasia—G. W. Smith (N.Z.), 1st; W. Lindsay (N.S.W.), 2nd; A. B. Stanley (Q), 3rd. Time, 61secs. One-mile running championship of Australasia—D. Wentworth, (Q), 1st; S. Duncan (Vic.), 2nd; J. W. Collins (N.S.W.), 3rd. A very close finish, the Queenslander just winning. Time, 4min. 39⅕secs. 220 yards running championship of Australasia—S. Rowley (N.S.W.), 1st; W. Shea (Vic.), 2nd; G. W. Smith (N.Z.), 3rd. Rowley won by 2yds, lowering the Australasian record by ⅕secs.

Final score for the championships—

New Zealand	...	1st,	with	5	firsts,	1 second.
New South Wales		2nd,	,,	4	,,	6 ,,
Queenslannd	...	3rd,	,,	4	,,	2 ,,
Victoria	...	4th,	,,	2	,,	6 ,,



MR. R. C. REID,

Cross Country Champion, 1898.

MR. B. BURTON,

440 Yards Champion of Queensland,
1898-99.

MR. J. BURTON,

100 Yards Champion of Queens'and,
1897-98-99.

THREE CHAMPIONS.

Other Intercolonial Events in which Queenslanders have competed.

Parramatta Marist Brothers, School Amateur Athletic Club, Parramatta—

1897, Dec. 15th—100 yards open handicap—C. Campbell, sc., 3rd in heat but unplaced in final, won by J. English, Sydney, 7½yds. 880 yards open handicap—C. Campbell, sc. Won in a canter from P. B. Cook, Forest Lodge Harriers, 37yds. Time, 2min. 14⅕secs.

Darlinghurst Harriers Suburban Bicycle Sports—

1897, Dec. 18th—100 yards open—E. Endicott (Darlinghurst Harriers), 6yds, 1st; C. Campbell (Queensland), 3½yds, 2nd. Hop, step and jump—C. Campbell (Queensland) competed but was unplaced.

New South Wales Amateur Athletic Association Benefit Sports Meeting in aid of the Australasian team for England—

1898, Jany. 8th—100 yards handicap—Final—C. Campbell 4yds and E. M. Connell, 5½yds, dead heat. 440 yards championship of New South Wales—C. Campbell only starter. Time, 54⅘secs. 100 yards championship of New South Wales—S. Rowley, 1st; C. Campbell, 2nd; E. Endicott, 3rd. Time, 11secs. Won easily. 440 yards hurdle championship—B. H. Richards (N.S.W.), 1st; C. Campbell (Q.), 2nd. Time, 1min. 6secs.

Highland Gathering, Sydney—

1899, Jany. 1st—100 yards handicap—C. Campbell was third in his heat onthe 3½yds mark. Half-mile flat race—C. Campbell, sc., 4th. A. J. Barter and W. Cartwright, 48 and 45yds, being dead heat, 1st place; J. Kay, (Sydney), 75yds, 3rd.

Jumping Championships, Carrington Grounds, Sydney—

1895, Jany. 3rd and 4th—Standing high jump—James Gredden (Q.), 5ft. 4¼in., and 2nd to W. H. Williams, in the running long jump, doing 21ft. 5in. to the former 21ft. 11in.; won standing broad jump 12ft. 3½in., unplaced in running high jump, and won the three standing jumps, doing 35ft. 7½in. Gredden who scored double the amount of points, won the Championship and the *Referee's* gold medal. (This was a professional contest, but I was specially asked to insert it.—W.B.C.)

Championship sports meeting of the Eastern Suburbs Athletic Club was held in delightful weather although a strong wind interfered somewhat with the competitors.

1890, June 13th—120 yards hurdle race was won by B. Lusk (N.Z.); E. J. Kellett (Q.), ran in one of the heats but missed his stride and was beaten by the winner of the final, Lusk. E. J. Kellett (Q.), and L A. Cuff (N.Z.), endeavoured to lower the long jump record and the Queenslander won, doing 19ft. 9in., to Cuff's 19ft. 6in. 75 yards handicap—E. J. Kellett, 5½yds, accounted for this event, winning by ½ yard. Time, 9⅕secs.

1896, New Year's Day—Ragiora (New Zealand) Sports Club held their meeting when C. Campbell won the 100 yards in 10secs., from the 7yd mark, the 220yds. in 22⅕secs., with 12yds, and the 440yds, in 50⅘secs., off 10yds. Referring to these wins good judges expressed the opinion that Campbell could have made an excellent race of it had he been on the scratch mark in all events.

Championship Bicycle Sports, Sydney—

1893, Sept. 9th—100 yards handicap—Duncan Munro (Q.), 4½yds, 1st. Time, 10⅗secs.



MR. DUNCAN MUNRO,

100 Yards Champion of Queensland, 1894, and a first-class performer over all distances.

INTERNATIONAL CONTESTS.

QUEENSLAND has been represented in the Old Country in athletic and pedestrian events as well as in rowing contests. The two most notable performers were Messrs. H. T. S. (now Dr.) Bell and A. Graham (now Dr.) Butler. The former is a son of the late Dr. Hugh Bell, and is now practising his profession in Brisbane, while the latter is a son of Mr. William Butler, of Kilcoy Station. These athletes worthily represented Queensland both in their studies, which were crowned with success, and their athletic abilities. While competing in Brisbane, Tom Bell (as he is familiarly known to his friends) was one of our fastest sprinters, but on arrival in England he experienced great difficulty in striking form, this being due to climatic change. However, persistent work eventually produced the desired result, and after running successfully in various sports meetings Mr. Bell entered the lists for the 100 yards amateur championship of England, run on July 2nd, 1892. This was the occasion of the visit of the New Zealand team of athletes, and in his heat the Queenslander defeated the great J. H. Hempton, of New Zealand. In the final heat, however, Mr. Bell was defeated by the English champion, Bradley, after a most brilliant contest. The latter was one of the fastest men over this distance that England has ever seen. In 1893 Dr. Bell again contested this event, there being only two starters, the flying Bradley securing the coveted title after having run the race of his life. The Queenslander was in great form, and was only defeated by about a foot. This was Dr. Bell's best performance, as the time for the race will show, and his excellent English record (which is subjoined), combined with his colonial contests, stamp him as a sprint runner of the very first merit. (This is the same athlete that won the Four-oared Championship of N. S. Wales and Queensland: *see* "Rowing.")

1891—June 23rd, United Hospitals Athletic Meeting, representing Guy's Hospital: high jump, 2nd, 5ft. 5½in. June 30th, United Hospital A.C. v. Edinburgh U.H.C., at Edinburgh: 100yds., 2nd; high jump, 1st, 5ft. 7½in.; long jump, 2nd, 20ft. 3½in. July 6th: 120yds. handicap, 1st, 7¼yds., 11⅘sec.

1892—May 21st, London A.C.: 150yds. handicap, 1st, 7yds., 15⅗sec. May 28th, Spartan Harriers: 100yds. handicap, 1st, 3yds. June 16th, Civil Service Athletic Sports: high jump, 1st, 5ft. 6½in. June 18th, United Hospitals A.C., representing Guy's: 100yds., 1st, 10⅘sec.; 220yds., 1st, 22⅗sec.; high jump, 1st, 5ft. 5½in. June 25th, London Athletic Club: 100yds. handicap, 1st, 2yds., 10¼sec. July 2nd,

English Championship: 100yds., 2nd, beaten 1yd. by Bradley, time 10⅕, met Hempton (of New Zealand) in heat. July 12th, United H.A.C. v. Edinburgh U.H.C.: 100yds., 1st; 220yds., 1st. July 23rd, Goldsmiths Institute A.C.: 100yds. handicap, 1st, ½yd. August 1st, Yarmouth A.C.: 100yds. sc. race, 1st; 120yds. handicap, 1st, from scratch.

1893—June, London H.C.: 100yds. sc. Challenge Cup, 1st. July, U.H.A.C. meeting, representing Guy's: 100yds., 1st, time 1yd. inside 10⅗sec.; 220yds., 1st, 23⅕sec.; high jump, 1st. 5ft. 8in.; long jump, 1st,



DR. H. T. S. BELL.

20ft. 8in. July: 100yds. championship of England, 2nd, beaten by Bradley (who did inside 10sec. 8 inches uphill, against slight breeze); Dr. Bell did inside 10⅕sec..

Dr. A. Graham Butler's successes in England were gained in distance events, and his record is a most brilliant one. Among others, Dr. Butler defeated the great E. C. Bredin, then an amateur, but recently the half-mile professional champion of the world by reason of his defeat of G. B. Tincler, of Dublin, on February 18, 1899. Bredin had, the previous year, defeated the Queenslander, but Dr. Butler's condition on the second meeting was much better, and he won the ¼-mile event, in 51⅗sec. The fastest race which this athlete placed to his credit was the ¼ mile handicap at the Blackheath Harriers' sports in 1896, which was run under 51sec. from scratch,

Appended are Dr. Butler's principal performances:—

In 1891, won the freshmen's quarter at Cambridge in 55⅗sec., after which Mr. Butler did no serious running till 1895, as he was rowing in his College boat (St. John's) all the time he was at Cambridge.



DR. A. GRAHAM BUTLER.

In 1895, won the ¼ and ½ mile at the inter-hospital sports, repeating the performance for four years. Holds inter-hospital record for those two events. In the A.A.A. championships in 1895, got standard medals in the quarter and half—in the latter coming third, being beaten by 8yds. by Horan for second place, who was beaten by 3yds. by E. C. Bredin in 1min. 55⅗sec.

In 1896, Dr. Butler was unable, from work, to get fit for the championships, and was knocked out in the first heat of the ½ mile; three weeks later, however, in a match between the London A.C. and the United Hospitals, Dr. Butler beat King, the ½ mile champion, in the ½-mile in 1.59½, and also won the ¼-mile in the same competition from E. C. Bredin in 51⅗sec. Later in the season, won the ¼-mile handicap at the Blackheath Harriers' sports, in just under 51sec., from scratch.; this was a most brilliant performance. In the last two years Dr. Butler has done little except run in the United Hospital sports, as he had not sufficient time to train. At the end of the '96 season, Dr. Butler was made scratch by the A.A.A. handicappers for Great Britain, in the ½-mile, with the English champions.

Mr. E. N. Scott, another colonial and son of Mr. John Scott, of Milton (Brisbane), competed successfully at the hospital sports in July, 1893, winning the event for throwing the hammer, doing 89ft. 5in., the second man being Mr. J. S. MacIntosh (Barts.) 76ft. 7½in. Mr. Scott represented Guy's Hospital, and had the pleasure of seeing his comrade, Dr. H. T. S. Bell, score in four other events the same day.

Mr. Edmonstone Markwell, our erstwhile champion hurdler, when on a visit to England, competed in and won a 100yds. handicap from 2yds. at the Molineaux Grounds, Wolverhampton.

THE FOLLOWING TABLE GIVES THE WINNERS OF QUEENSLAND CHAMPIONSHIPS:—

100 Yards.

1880	Oct.	G. H. Pritchard	
1881	Oct.	D. Scott	
1882	Oct.	D. Scott	
1883	June	G. H. Pritchard	
1883	Sept.	T. S. Pratten	
1883	Oct.	T. S. Pratten	
1883	Nov.	G. H. Pritchard	
1883	Dec.	G. H. Pritchard	
1884	April	G. H. Pritchard	
1884	May	G. H. Pritchard	
1884	Oct.	G. H. Pritchard	
1885	May	D. Scott	
1885	Oct.	A. Church	
1887	Feb.	H. A. Macdonald	
1887	June	A. L. Cotham	
1888	Oct.	J. S. Exton	
1888	April	A. L. Cotham	
1889	Sept.	A. L. Cotham	
1891	Oct.	J. S. Isles	
1894	July	D. Munro	
1895	July	W. Cartwright (N.S.W.) at Rockhampton.	
1897	Sept.	J. Burton	
1898	July	J. Burton	
1899	Oct.	J. Burton	

150 Yards.

1884	July	T. S. Pratten	

120 Yards.

1894	Nov.	F. Young	Rockhampton

200 Yards.

1883	Nov.	G. H. Pritchard	

220 Yards.

1895	July	W. Cartwright, (N.S.W.)	Rockhampton

250 Yards.

1881	Oct.	D. Scott	
1882	Oct.	F. Marlow	
1883	Oct.	G. H. Pritchard	
1884	Oct.	G. H. Pritchard	
1885	Oct.	A. Church	
1887	Feb.	H. A. Macdonald	
1888	April	F. W. Belbridge	

440 Yards.

1894	Nov.	G. Hall	Rockhampton
1895	July	W. Cartwright	Rockhampton
1898	July	B. Burton	Brisbane

Half Mile.

1884	Sept.	T. A. Bond	
1895	July	B. Fahey (N.S.W.)	Rockhampton

One Mile.

(See Eight Hours Demonstration Sports.)

1895	July	B. Fahey (N.S.W.)	Rockhampton

120 Yards Hurdles.

1895	July	J. Eaton	Rockhampton

PEDESTRIANISM:

By C. Campbell, Maryborough,

Amateur Champion (middle distances) of Australasia,
1897-99.



OULD you write an article on how a 440 yards race should be run, ditto 880 and mile, how to train, best methods of starting, etc., etc., ? was the comprehensive question put to me by the compilers of "Athletic Queensland." A beautiful contract truly, and one which, if carried out in detail, would itself see the end of a fair-sized volume. But, as the sprinter observed, "A start is everything," so here goes :—

Sprinting—*Preliminary*—It will be understood at the outset that these remarks must be, to a certain extent, the outcome of one's own personal experience, and, as constitutions differ it would be impossible to lay down "thumb and finger" rules that would suit all alike. A novice who intends to tackle the sprinting end of the athletic stick requires no extensive outfit—a pair of solidly-built, made-to-order calf or rock wallaby shoes (those having six spikes are preferable) weighing from twelve to fifteen ounces the pair, and costing, according to locality, 25 to 30 shillings, a singlet (sleeved), and knickerbockers made of Italian cloth, silk or sateen. Corks and chewing gum are not necessary adjuncts though each has its use. Before taking to the pastime seriously the beginner should assiduously practice how to place his feet on the ground so as to derive most benefit from the spikes, in other words, he should "learn how to run," a process which will certainly take a couple of months to master. With most beginners the spikes prove a hindrance instead of a help. The embryo should then practice a uniform stride, and learn to run in a straight line. An athlete who has a cramped stride can lengthen same by a little practice over white papers or marks placed parallel, and the desired distance apart. He may learn to run straight by fixing his eye on a distant object, and sprinting directly towards it. He should learn to run well on his toe, to make use of his arms without wildly throwing them about, to move with that clockwork regularity so characteristic of the expert, but after all, style is not of so much consequence in sprinting as in other branches of pedestrianism.

Starting—A man to be a successful sprinter must not be a dilatory starter, for many sprinting races are lost through inattention to this all-important phase of my subject. Many and various are the methods of starting in vogue, and what suits one man would not suit another, for posture in starting is really a matter of individual fancy. The crouching,

hand-spring start is just now very popular, and it is to be recommended to nervous men as a safeguard for overbalancing. Practice in the following method generally ensures a prompt "go with the gun": Placing both hands (or rather the tips of the fingers) on scratch, obtain a foothold for the left foot about twelve inches behind the mark, and another for the right about two feet from the scratch. Both knees are, of course, bent, the body is in a crouching position, the left heel is almost touching the ground, whilst the right is raised, certainly at an angle of 45 degrees, and the body, though steadied by both hands, is sustained by the left foot, whilst the right is used solely to effect the push off. To make sure that the correct posture is obtained it is a good plan to raise the hands from the ground a couple of times and straighten up, before being finally told "to set." This position is sometimes varied by placing the right foot foremost, and again by placing only one hand on the ground and raising the other almost perpendicularly, in which case the corresponding foot is placed foremost. (This is the set adopted by the present sprint champion of Australasia, who has more than once run the 100 yards in "evens.") Laughing and joking with one's fellow-competitors when going to the post is a sure way of shaking off nervousness, but when told to "set" all attention should be concentrated on the expected report so as to ensure an unfaltering bound away, instead of the flurried shuffle so noticeable in the uninitiated; and never start to "shut of steam" till the tape is quite reached.

Training—In training for sprinting I would recommend the following: Spend the first week in simply trotting about, priming the muscles of the legs, as it were, and allot 15 or 20 minutes for your afternoon's work. The muscles will have now lost their flaccidity, and the first five days of next week may be taken up with short bursts (say five per diem) of about 40 yards, at top speed, followed by 100 or 120 yards at a good striding pace, but by no means your fastest. On Saturday you will probably indulge in some other athletic pastime, otherwise a walk of two or three miles. Sunday should be the day of leisure, or a gentle walk countrywards, followed by a short swim can be recommended. The following week's work should be of a similar description, and the third week should see the preparation finished. Three days before the race an all-out trial over the proper distance serves to give one confidence, but no sprinting should be done on the day previous to the race, though a short walk is permissible. The training for the longer sprints of 200, 300 and 400 yards would be on similar lines, the striding sprint being lengthened accordingly. The novice should be gradually coached to the use of flesh gloves, and a gentle rubbing with towel, gloves, and lastly hands should follow all work.

I regard the Queensland afternoon as an ideal time for practice, and would strongly advise the budding athlete to do no training before the morning meal, as it is too fatiguing; but if business exigencies demand morning work some refreshment—a biscuit and coffee, for instance—should always be taken previously. Never punish yourself in training and never commence a fast sprint in training or racing without first trotting about a little, and though you may be designated "flash" for so doing, you avoid the breaks-down so frequently caused by putting a great tension on a cold and rigid muscle. I could give many specific instances of strained tendons arising from non-observance of the above—the utter collapse of a prominent Victorian at the recent Australasian Championship meeting being unquestionably due to the same cause. Swims of short duration are excellent training for pedestrianism, and the shower should be used when the body is in a state of perspiration, but I would not recommend same after every run. In wet weather, when outdoor work is not practicable, skipping is a boon. The rope should be swung over the head, both backwards and forwards, the former being a grand means of developing the chest. The feet should be lifted over the rope alternately (not both together). When this is done and the athlete keeps on his toes all the time it is almost the same as running. Though we have in Queensland several amateurs who perform creditably both at sprints and distances, this mixed style of running should not be countenanced, and when once a man has discovered his forte he should confine his attention to that one set of distances, for long-distance running and hurdling most assuredly make a sprinter slow, whilst a distance runner to excel in sprinting would require to entirely alter his style, which perhaps took years to perfect.

Diet—The diet when training should be precisely the diet when not training, that is a healthy, well-chosen, assorted, temperate and nourishing diet, devoid of pastry and highly flavoured dishes, which physiologists aver are not beneficial to men—trained or untrained. Cigarettes are injurious, otherwise smoking in moderation will produce no harmful effects, for it allays over-excitation of the nerves. As regards drinking, spirits are baneful, and not at all necessary to people in ordinary health, but to the languid and nervous they act as a powerful remedy. A pedestrian may take his usual beverage at meals, notwithstanding that water was held in holy horror by the old-time trainer. For the reason that on the presence of water depends the proper liquidity of the blood, the right amount of moisture of the tissues, the transformation of the nutriment into living flesh, the supply of water should never be stinted. Tea is most suitable for those who lead an active life and are well nourished and strong; whilst coffee is best suited for the weak, the nervous, the

poor eater, and the dyspeptic. As regards solid food I would remind my athletic friends that the abuse of any article is no warranty for denying its efficacy as a food, and innutritious food substances, however pleasant, should be discarded. Athletes inclined towards obesity should partake sparingly of fat, cream, butter, cocoa, sugar, potatoes, farinaceous food, coffee, malt liquors and spirit. They may take meat, fish, game, cheese, salads, most fruits and vegetable, brown bread, tea and claret. Very hot or very cold fluids at meals seriously disorder the digestive organs. Embarrassed breathing or shortness of breath,—generally ascribed to "internal fat" (which I confidently assert does not exist in the constitutions of young men) and supposedly caused by eating certain foods,—but due to the activity of the muscles driving a large quantity of blood into the chest, can be remedied by a better regulation of the exercise. To sum up—eat healthy, well-cooked, digestible food, indulge in nothing to excess, eat whatever comes before you—whether fish, flesh or fowl—exactly as under the conditions of everyday life, and above all, study the laws of nature.

Training for the 440 Yards.—This race merits a paragraph to itself, as it is one in which the specialist generally scores. Having run a few halves, quarters, etc., at a jog trot to get the muscles into workable order, allow yourself three weeks for solid training, as hereunder sketched:—Monday—three sprints of about 40 yards at top speed, followed by a slow half-mile; Tuesday—abovementioned sprints and fast 200; Wednesday—sprints and slow 600; Thursday—sprints and fast 250; Friday—sprints and 440 at uniform pace; Saturday and Sunday—walking or swimming. The following week would be cut out something like this—slow 880, fast 300, slow 600, fast 350, fast 400, not forgetting the inevitable sprints; and the last week: Monday—fast 300; Tuesday—best 440 against time; Wednesday—moderate 600; Thursday—fast 220, with the usual sprints; Friday—rest; Saturday—sports. The above outline may serve as some guide to beginners, who should seldom negotiate the full distance, and never undergo long periods of training.

How to run the 440 yards.—Jump away well when the pistol fires, run the first 50 yards fast and overtake a few of those nearest you, then steady down for the next 300, keep your wits about you, brace yourself for the final spurt home, and keep going right to the post. It is wonderful how many men go to pieces in the last 40 yards, and I have seen a man apparently winning fall under the tape and not get placed.

Training for the 880 yards.—In practising for half-mile running, the short preliminary sprints should not be neglected, and slow and fast work should alternate—the former generally exceeding the 880, and the latter

invariably less than that distance—and slow halves, thousands and three-quarters should be sandwiched in between fast 220's, 440's and 600's.

In running the 880—Get a good start, then slow down, make use of the judgment of others more experienced than yourself in the race, keep an even and consistent stride, and gird yourself for a long telling finish.

Training for the Mile.—Training for this should not extend over more than three weeks, and should consist of slow work alternating with fast. The fast would be mostly quarters and halves, and the slow three-quarters, with an occasional mile or mile and a half. But a deal of long work is neither beneficial nor necessary, for it induces staleness, and an overtrained man is indeed a sorry spectacle. All training should be done in apparel a little heavier than that you would wear on the day of the race.

How to race a mile.—Good mile runners generally divide their race into three portions—the first quarter fast, the intermediate half slower, and the final quarter at a consistently fast and regular pace.

Distance-running.—This branch of pedestrianism is very popular in Queensland, and it is to be wondered at, considering the little aid nature gives to the pastime in the colony. Mile training with the addition of an occasional longer spin should be the practice for distances. Long walks should be frequently indulged in to get thoroughly hard for a trying distance, and during the race never run level with an opponent for any length of time, but either take the lead or jog along on his heels. If you are running behind a formidable antagonist notice if he falters at any particular part of the course—say, when going up a slight incline—and in the final lap tackle him at this very spot; also, never pass an opponent inch by inch, for, by so doing, you instil fresh confidence into him, and he may probably pull himself together and finally beat you, but by running in his wake for a few strides and then spurting past you tend to dishearten your man, and lead him to believe you are much fresher than he. To develop into a first-class distance runner one requires an easy style, combined with natural staying power and good judgment. The best long-distance runners are those who run with the least possible exertion, and, as a rule, the best athletes over a distance of ground are men of small or medium stature who run with a low action—low action requires less exertion than is necessary with a high, bounding, springy style. Personally, I should like to see our distance men keep their hands well down when running. In middle-distance running a fine, long, raking stride is a great advantage, but the effort must come naturally, for if an athlete force himself to stride out he soon tires.

Hurdling.—In training for hurdling I would advise practice over 3ft. hurdles, 9 yards apart, the same 10 yards apart, and lastly over

hurdles the orthodox height and distance, as it is imperative that the "three-stride business" should be mastered, that is to say, between the hurdles the steps should be "one, two, three and over." Proficiency in this, drawing up the rear leg when clearing the hurdle, etc., can only be acquired by the tuition of an experienced hand, who will certainly tell the novice to waste no time in getting to the first hurdle.

Walking.—The effort should come easily and naturally from the hip; the body should be kept upright, and the weight on the heels. In training cover short distances at top speed, and longer ones at a swinging pace.

Field Games.—Only those who have a natural aptitude for these can expect to attain the highest degree of proficiency, and the friendly aid of a good coach is recommended, but it should be always borne in mind that it is an easy matter to strain oneself at these, and that practice on hard ground should be avoided.

A Few Hints.—Never exercise on a full stomach, or sit down immediately after a training run.

If thirsty when going to the post, swill out the mouth a few times with water, and swallow only a mouthful or two.

It is a bad practice to lace your shoe tying the lace round and round the foot, as the pedal muscles cannot then exercise to their fullest extent.

A couple of powerful stimulants, suitable in conditions of debility, exhaustion, and prostration are—(*a*) beat the white of an egg to a froth, add a tablespoonful of cream and a tablespoonful of brandy; (*b*) stir thoroughly two wineglass-fulls of sherry in half a pint of boiling milk, strain through muslin, sweeten to the taste, and drink when cool.

For severe sprains mix the following in a bottle, shake thoroughly, and bathe:—The white of an egg, a tablespoonfull of vinegar, a tablespoonful of spirits of turpentine, and a tablespoonful of eucalyptus.

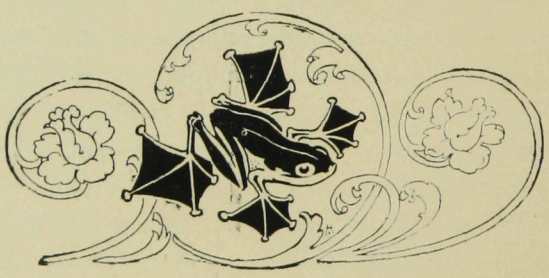
Eucalyptus rubbed on the body a few days before a race has a very stimulating effect.

An athlete should always indulge in a little practice during the week following his competition, for weeks of healthy exercise in the open air have brought the organs into a state of functional activity, and a sudden cessation of work causes them to miss the stimulation and to discharge their duties in an irregular and incomplete manner.

Very youthful athletes should not be encouraged to undergo a system of training.

Strained muscles and tendons should have perfect rest, and relief can be afforded by electric currents, flannel bandages, and hot water bathings.

Conclusion.—I have often been asked the age at which athletic decline sets in, and must say that this depends entirely upon circumstances. Would it be reasonable to expect that the intemperate, reckless and inattentive athlete should "last" as long as his moderate, careful and thoughtful brother? Physiologically a man need not reach his zenith till the age of 30. Although at the age of 25 the joints are completely formed and a man has reached his maximum height, the bones are not yet consolidated nor the muscles matured, and between that age and 30 his nervous and muscular systems yield their utmost amount of energy and he is best fitted for the severe and crowning efforts of athleticism.



AMATEUR CYCLING:

BY

MR. HARRY C. PERRY.

INCLUDING AN ARTICLE ON

"Best Methods of Training and Riding,"

BY

MR. J. A. SMITH,

EX-AUSTRALASIAN AMATEUR CHAMPION

ALSO

"Recollections of the Pioneers,"

BY

MR. GEO. STOMBUCO.

A COMPLETE RECORD OF ALL PRINCIPAL EVENTS, BOTH LOCAL AND INTERCOLONIAL.

Queensland Cyclists' Union.

Brisbane, 26th October, 1899.

Messrs. H. J. Diddams & Co.,

Publishers "Athletic Queensland,"

Brisbane.

Dear Sirs,

Referring to the Cycling portion of "Athletic Queensland" we, the undersigned, representing the Queensland Cyclists' Union, have pleasure in granting the official patronage of that body. We have also pleasure in testifying to the excellence of the work, the same being fully written with great care and the information being most reliable.

Trusting you will have much success with the publication.

We are, yours truly,

PERCY C. SAPSFORD
L. H. ISLES
C. A. HAWKINS
C. MUSGRAVE

CYCLING

By Harry C. Perry.

THE EARLY DAYS OF WHEELING—

Union Athletic Club—The Markwell's, Perry's and other old residents—Formation of the Brisbane Bicycle Club—The Days of the Ordinary—Athletes of the past and Business Men of the present—Brisbane Amateur Club—Southern Visitors.

CYCLING as it is known nowadays, with all its pomp and circumstance of perfect wheels, expensive and elaborate tracks, and glittering costume, is of quite modern growth as compared with Rowing, Boxing, Pedestrianism, and some other branches of sport. Nature has always kindly provided us with hands to smite and feet to run, while even the veriest savage has been forced by the circumstances of nature to devise a means of support and propulsion over the tide, but it was for very up-to-date man to so improve upon the chariot wheel of primeval mankind that he could throw a leg across it and pedal it to glorious victory, such as even the world-conquering Alexander could never dream of.

One has not to delve, therefore, into the far distant past to pick up the threads of the infant history of Cycling, at least as far as Queensland is concerned. Cycles were not an unknown quantity here, however, as far back as 1870, at about which time a small shipment of tricycles arrived in Brisbane, and shortly afterwards a cyclist is said to have raced Cobb & Co.'s coach to Sandgate. It may be safely assumed that this ride or race produced great excitement at the time, and although inquiries fail to prove it definitely, there is evidence to show by the frame of the old machine used in the race, now on top of Mr. A. Reed's locksmith shop, in Adelaide Street, on which many cyclists learnt to ride.

In the later seventies and early eighties we find a few people, whose purses and inclinations permitted, indulging in the luxury of a velocipede or a tricycle. These stately concerns could hardly be expected to satisfy for long the youthful mind, and soon we see athletes like Messrs. Herbert and George Perry, E. Markwell, J. E. Harris, G. Stombuco, and others still amongst us, securing samples of the high (and what would now be considered unsightly) ordinary. Few will fail to recognise in the names given those of the Perry Bros., whose ironmongery premises in Queen Street are amongst the largest in Queensland ; Mr. J. E. Harris, editor of *Flashes*; and Mr. G. Stombuco, the Post and Telegraph Officer now stationed at the Eight-Mile Plains.

The respective merits of these gentlemen as riders could not fail to soon form subject for discussion, and racing was the only way to settle it—so race they did over many a quiet stretch of road, no doubt, until enthusiasm grew, wheels increased in numbers, and the public were allowed to participate in the fun as spectators.

In 1881, a novel feature of a sports gathering held in the Botanic Gardens, Brisbane, was a bicycle race, in which the competitors were Messrs. R. S. W. Cumming, T. Coutts, W. Key, and A. Reed. A great deal of interest was excited by the race just mentioned, and also much unpremeditated amusement, for Messrs. Reed and Key appeared to be seeing who could fall off the greater number of times, the honors in this direction going to Reed. Cumming won, with Coutts second, and the others "everywhere." Dick Cumming figured very prominently in the sport as it developed in later years, and although he has been out of the sport for some time, his name will live in cycling circles for long years, and will be kept green from the fact that his son (Mr. C. S. Cumming) has lately made his appearance as a rider of promise.

Tom Coutts who is still to be seen in Brisbane, never managed to win anything of note, his machine having an unfortunate knack of going wrong just at the most critical point in a race.

It was during the year 1883 that cycling also made its appearance in Rockhampton, and a coterie of gentlemen succeeded in establishing the Rockhampton Cycling Club, which for a number of years afterwards kept pace with the southern club in the matter of providing sports meetings for its members. The Central Metropolis, it will be noted too, afterwards came under the ægis of the Queensland Cyclists' Union.

Another of the first public cycling events of which record can be found was at the Union Athletic Club sports on June 2nd, 1883, on the Sports Ground, Toowong, then the central point of all sport but now relegated to the exclusive use of the Toowong Harriers. The novelty of

the event doubtless helped to draw a crowd of upwards of 700 people to witness the sports, the success of which was largely due to the efforts of Mr. T. E. White and a few other gentlemen. (The Mr. White above referred to is now at the head of The White Mercantile Agency, and this gentleman was one of the first in Queensland, at a later date, to own a safety machine.) The bicycle race just mentioned was over a distance of one mile (handicap event), and the result was a win for Mr. W. Johnson,



MR. E. MARKWELL MR. J. E. HARRIS MR. G. H. PERRY

from the 30yds. mark, with Mr. A. F. G. Dye, 40yds., second. Messrs. E. Markwell and Herbert Perry were amongst the starters, but both met with mishaps, Mr. Perry being run over by another of the riders. The officers were:—Messrs. J. C. Beal and W. H. Ryder, judges; R. C. Miller, starter; and Edmund M'Donnell, timekeeper.

During the year 1883 the movement grew to such an extent that the Brisbane Bicycle Club came into existence. The formation of the club was the outcome of a consultation between Messrs. G. Stombuco and W. Morse (the latter gentleman has since made his mark in the legal circles of Queens-

land), and these gentlemen decided to call a meeting to test the feeling in regard to the matter. Mr. W. Keys, who had brought his cycling experience from England just before, was really the only wheelman at the meeting, held at the Belle Vue Hotel, and he was voted to the chair. All present formed themselves into a club, to be called the Brisbane Bicycle Club, and so what is now one of the finest organisations of its kind in Australia was ushered into existence. The first officers were :—Messrs. E. Markwell, captain ; T. Coutts, sub-captain ; G. Stombuco, hon. secretary and treasurer ; and T. Welsby, W. Johnson, and A. F. G. Dye, committemen. It was not until a later meeting, however, held at the Globe Hotel, that these latter officers were definitely appointed, the second meeting being called in order to secure the co-operation of a number of young men living in the Breakfast Creek district, who had secured a shipment of wheels through Messrs. Perry Bros. As a matter of fact, it is declared by one of the old hands that there were only three bicycles in Brisbane at the time of the meeting at the Belle Vue.

On the 8th Sept., 1883, the club ran off its first annual sports at Toowong. The venture was highly successful and one of the features was an opening parade, an affair of then unprecedented magnificence, in which no less than 22 bicycles took part. The judges were Messrs. P. R. Ricardo and J. J. Davies ; starter, Mr. G. E. Markwell ; timekeeper, Mr. E. McDonnell. Acting-Governor Sir Arthur Palmer witnessed the proceedings, which opened with a children's tricycle race over a ¼-mile, which was won by R. Macdonald (who has since earned fame as a cricketer). A 2-mile race for the club championship was won by W. Johnson, with T. Coutts 2nd. Time, 7min. 53secs. A 1-mile handicap for boys fell to A. Vidgen from scratch. A 1-mile handicap in which starters for the championship were not allowed to compete fell to G. H. Perry, scratch ; R. F. Phelan, 35yds, 2nd ; and J. E. Harris, sc., 3rd. Time, 3min. 28secs. A mile tricycle race was won by C. Brooks with 50yds start in 4min. 39secs. A slow race over 100 yards was won by W. Johnson. The novelty events were a big feature of this meeting, the next being a handicap over ½-mile, to be ridden without holding the handles, and in this Johnson again finished first from sc. ; T. Coutts, 20yds, 2nd ; and G. H. Perry, 20yds, 3rd. The latter rider had a bad fall *en route*. Time, 2min. 2secs. An obstacle race over a ¼-mile closed the day and once more Johnson scored, with Messrs. G. H. Perry and G. Stombuco in the places.

On the 13th of the following month (Oct.) a cyclists' camp and picnic took place at Nudgee. The affair proved to be the social event of the year, and notwithstanding the most inclement weather, no guest made default at the dinner in the large military tent placed at their disposal by

the Government. It was at about this period that Mr. G. Stombuco earned a deal of fame by accomplishing the first cycle ride from Brisbane to Southport, the 60 miles occupying 8 hours. The return journey took three-quarters of an hour, longer and it is only fair to say that the roads were in a frightful condition from the rain which had prevailed.

The Union Grounds saw another meeting in the following November, at which we find Mr. T. Welsby officiating as starter and secretary; Messrs. J. Morton, J. Moore and E. Brookes as judges and timekeeper. E. Markwell, G. H. Perry and J. E. Harris were the only starters in a mile scratch event, finishing in that order. Time, 3min. 31⅗secs. Harris had a fall. Messrs. A. C. Palmer, 25yds, A. Vidgen, sc., and J. Morse, sc., filled the respective places in a mile handicap for youths. Time, 4min. 15secs. A 2-mile handicap fell to J. E. Harris, 50yds, G. Stombuco, 50yds, 2nd; G. H. Perry, sc., 3rd, in 7min. 25secs.

Boxing Day, 1883, saw the next gathering at the Union Ground and this time some 2,000 people were present, including the then Governor, Sir Anthony Musgrave, and a vice-regal party. Colonel Blaxland was one of the judges on this occasion and Mr. J. O'Neil Brenan acted as starter. The mile handicap fell to J. E. Harris from 10yds, W. Johnson, sc., 2nd; E. Markwell, 10yds, 3rd. Time, 3min. 19secs. The third man came a cropper, but remounting declined to be beaten out of a place. Mr. G. H. Perry was also a starter, but coming down his machine was so badly damaged that he could not continue. A handicap over two miles was won by G. Stombuco, 60yds, with E. Markwell, sc., 2nd; and J. E. Harris, 3rd. Time, 6min. 51secs. The winner finished about 15yds in front. Amongst the starters was Mr. J. Love with 180 yards. A boys' handicap over a mile was easily won by J. Morse from 60yds. The J. Love whose name is found amongst the early competitors for cycling honors will be easily recognised as the now prominent auctioneer, and Mr. J. E. Harris, whose name appears frequently in various connections in these pages, may be seen any day at the editorial table of the *Flashes* newspaper (prominent social organ.) During this year also a club known as the Queensland Bicycle Club was formed, the promoters including Messrs. W. Johnson, T. B. Aird, H. W. Atkinson, W. Mellor, P. Sweeney and T. Jones. Mr. T. E. White was the first president; Mr. J. G. Vidgen (prominent in sailing circles) vice-president; W. Johnson, captain; T. B. Aird, vice-captain; T. Jones, hon. secretary; and A. R. Bennett, bugler.

In 1884 the name of the club was changed to the Brisbane Amateur Cycling Club, and considerable rivalry existed between its members and those of the Brisbane Bicycle Club.

In the second year Mr. Tom Aird was elected captain, and during his term of office a system of drill was introduced, led by the bugle calls of Bugler Bennett. Regular drill used to take place out on the Hamilton road, attracting a deal of public attention and allowing of the men showing splendidly in the public parade, which were occasionally brought off. The rules under which the club worked, both with regard to general matters and on the road, were most admirable, and some of them could be profitably incorporated in the club rules of to-day. As the Brisbane Amateur Cycling Club, this body brought off many successful meetings, records of which appear further on, and its subsequent death was doubtless due to the advance afterwards made in public favour by the Safety wheels. The club disbanded some time prior to the formation of the now existing Brisbane Safety Bicycle Club.



THE SEASON 1884--

Bitter Club Rivalry—Queenslanders at Sydney.

THE season 1884 opened with a meeting at Bowen Bridge on the Albert Sports Ground under the auspices of the Brisbane Bicycle Club. A 5 lap (mile) handicap was here secured by J. Love, 25yds, with G. H. Perry, 10yds, and G. Stombuco, sc., in the places. J. Morse, sc., R. Vidgen, 25yds, and J. S. Isles filled the places in a 5 lap race for boys under 16. J. E. Harris secured a 10 lap (about two mile) event, in which Stombuco fell, getting a severe cut over the right eye. A. Reed from 110yds accounted for a mile tricycle event with C. Brookes, sc., 2nd, and J. A. Hayes, 40yds, 3rd. A maiden cycle event fell to F. W. Geddes, 180yds, J. Love, sc., 2nd, and W. Bales, 20yds, 3rd. G. H. Perry easily secured a ¼-mile event, without handles, and a slow race fell to A. T. H. Prinsep with R. F. Phelan 2nd. A more important feature, a scratch event over about half a mile, was won easily by G. H. Perry with A. T. H. Prinsep 2nd. A noticeable feature in the programme issued for these sports was an appeal to the public for assistance to obtain a properly equipped and centrally situated track, in order that first-class sport might be provided, and the local men given the same opportunity of training as was enjoyed by southern riders. This latter opportunity has not arrived to this day, for while our tracks have improved the southern tracks have improved much faster.

The 31st May saw the Union Athletic Club bringing off another meeting, the principal event of which was a St. Jacobs Oil trophy, a 2

mile handicap event. W. Johnson from scratch again showed his superiority to other riders of the day by carrying off the trophy, R. S. W. Cumming, sc., being 2nd, and J. E. Harris, 50yds, 3rd. Time, 7min. 12½secs. A mile handicap was won by J. Love, 50yds, with W. H. Isles, 120yds, 2nd; and G. H. Perry, 50yds, 3rd. Time, 3min. 13secs., and the race one of the finest seen up to then in Brisbane. A mile bicycle handicap for boys was won by A. Vidgen from 50yds, with A. C. Palmer (a son of Sir Arthur Palmer) 10yds, 2nd, and J. S. Isles, 60yds, 3rd. Time, 3min. 50secs.

The Brisbane Amateur Cycling Club on the 26th July inaugurated a sports meeting at Toowong. A showery day militated against its financial succes. Messrs. J. H. Tomlinson and H. F. Macdonnell acted as the judges on this occasion, with Lieut. Col. Blaxland as starter, and Messrs. J. A. Hayes and W. U. Gardiner as stewards. At this meeting some new and promising riders made their appearance, T. B. Aird captured the maiden plate with H. W. Atkinson 2nd. A five mile scratch event was a new departure, marked by a further success of the brilliant W. Johnson, with R. S. W. Cumming 2nd, and G. Stombuco 3rd. Time, 18min. 16secs., and a splendid race it was. In a boys' race over a mile Bertie Vidgen, 250yds, defeated his brother A. Vidgen, sc., who with Master A. C. Palmer, 20yds, ran a dead heat for second place. T. B. Aird signalised his departure from the ranks of maiden riders by securing first place immediately after in a mile handicap from 100yds, the second and third men being H. W. Atkinson, 100yds, and F. W. Geddes, 120yds. Cumming from scratch secured first place in a mile tricycle race. At about this period the first official road race in Queensland was brought off, the course being from Brisbane to Southport, the race being won by W. H. Isles in the good time of 5½ hours.

The healthy rivalry of the new club soon set the B.B.C. to work at another meeting, which they brought off at Toowong on the 20th September. This was a fine gathering, there being a team of seven intercolonial visitors present, in addition to others from Ipswich, and these all joined in an opening parade, which so far outshone a previous one that there were 45 cycles taking part. About 4,000 people attended, and amongst the officers were Col. Blaxland, Mr. R. H. Roe, Mr. Geo. Pocock and others who had acted before in similar capacities. The programme was the finest arranged up to then and would take a deal of beating even now, and the meeting was in all respects an unqualified success. Following are the particulars of the events and the order of results:—1 mile maiden handicap—C. W. Stuart, 280yds, 1st; W. Mellor, 180yds, 2nd; E. C. Hughes, N.S.W., 120yds, 3rd. Won easily, two yards separating the 2nd and 3rd. Time, 3min. 14½secs. 1 mile tricycle handicap—C. W. Bennett, N.S.W., sc., 1st; A. A. Le Seuer,

200yds, 2nd. Time, 3min. 5secs. Won easily. ½ mile scratch race, for members of the B.B.C. only—W. H. Isles, 1st; R. F. Phelan, 2nd; W. T. Key, 3rd. Won by 10 yards in 1min 47secs. 2 mile bicycle race (St. Jacob's Oil trophy), handicapped according to age, 25yds being allowed for each year under 21—C. W. Bennett, N.S.W., 1st; W. Johnson, 2nd. This was a great race for 1½ miles, when Johnson was done and the visitor won by 50 yards in 6min 1sec. 1 mile boy's bicycle race—H. Benson, 175yds, 1st; J. D. Morse, 50yds, 2nd; S. J. Gardner, 100yds, 3rd. Time, 3min. 25secs. Ladies' bracelet race, 1 mile handicap, for members of B.B.C. only—J. E. Harris, sc., 1st; T. Coutts, 75yds, 2nd; W. H. Isles, 75yds, 3rd. Won by 10 yards. Time, 3min. 24secs. B.B.C. 2 mile championship—J. E. Harris, 1st: G. Stombuco, 2nd; G. H. Perry, 3rd. A close finish between the placed men. Time, 7min. 24secs. 5 mile intercolonial amateur championship—C. W. Bennett, N.S.W., 1st; G. Attwood, N.S.W., 2nd; W. Johnson, Q., 3rd. Timewell and James, N.S.W., and Key, Q., also started. Attwood led in the first lap, Johnson going to the front, the first mile being covered in 3min. 48secs. Bennett in the next lap displaced Johnson and they led alternately for the next half mile. Attwood in the meantime shot ahead of the others and as the second mile was covered he, Bennett and Johnson were abreast (time, 7min. 36secs.) Johnson in the third mile dropped to the rear about 200 yards, leaving the race to Attwood and Bennett. The contest was long and keen between the two Southerners until 200 yards from home, when Bennett came away and won by 50 yards. Johnson ¼-mile off 3rd. Time, 18min. 13½secs. Timewell's machine broke down after half a mile had been covered. 1 mile handicap—E. C. Hughes, N.S.W., 220yds, 1st; R. S. Lambton, N.S.W., 80yds, 2nd; T. B. Aird, 120yds, 3rd; G. E. B. Timewell, 120yds, 4th. Won with ease, a foot only separating 2nd and 3rd. Time, 3min. 6secs. ½-mile handicap, without handles—R. S. Lambton, N.S.W., 10yds, 1st; W. Johnson, 10yds, 2nd; A. C. Palmer, 75yds, 3rd. This was the first occasion on which intercolonial riders appeared before the Brisbane public. During this year, 1884, Messrs. G. H. Perry and W. Morse represented Queensland at the Intercolonial Championship Meeting of the Sydney bicycle club, but though they acquitted themselves well in first-class company they did not bring back any trophies from the sister colony.

At the latter end of the year Mr. W. Johnson accomplished the first ride of 100 miles in one day done in Queensland. The weather was fine and his time and route were as follows:—Left Makerston-street, North Quay, 5·30 a.m., reached Beenleigh 9 a.m., Toowong, 12·10 p.m., left Toowong 12·15, arrived Makerston-street 12·25, left Makerston-street 1 o'clock, reached Beenleigh 4·10, left again 4·40, arrived Toowong 8·55,

G. Stombuco C. Stuart J. Walters G. E. Markwell H. Lambton (N.S.W.) W. Mellor H. W. Atkinson



T. B. Aird A. A. Le Seuer W. Johnson H. Lamb (N.S.W.) G. Attwood (N.S.W.) C. Bennett (N.S.W.) E. C. Hughes (N.S.W.) A. James (N.S.W.) J. A. Hayes H. Perry

W. Morse G. E Timewell (N.S.W.) J. E. Harris Geo. H. Perry.

Officers and Competitors, First Intercolonial Race Meeting, Toowong, Brisbane, 1884.

arrived Makerston-street 9·23 p.m.; total time, 15hrs. 53min; riding time, 12hrs. 18min. Another notable event of the year was the formation of an amateur bicycle club at Warwick about the month of July, and a progressive and enthusiastic club it proved to be. Its numbers were comparatively small of course, but during the following season they were more energetic than the metropolitan bodies in getting ahead with their sports meeting.



THE SEASON 1885—

Visit from Harry Lambton—Another big B.B.C. meeting—A race for Safety machines—The little wheel ridiculed—Timewell's overland ride from Sydney to Rockhampton.

THE season 1885 opened with the annual meeting of the Brisbane Amateur Cycling Club at Toowong on the 27th April, and here, as at subsequent meetings, we find such continuous supporters of sport as Messr. R. H. Roe and J. H. Tomlinson acting as officers for the various events, and a new man in the person of Mr. W. Flynn came out as watch holder. At this meeting T. B. Aird is again recorded as the winner of the maiden event nothwithstanding his victories of the previous season, beating F. W. Belbridge and W. H. Atkinson in that order. The last named two, however, at a later hour finished first and second in a junior mile handicap from 80yds and sc., respectively. The main event, a two mile handicap, was won by W. H. Isles, 40yds, R. S. W. Cumming, sc., 2nd, and G. Stombuco, 175yds, 3rd. Time, 7min. 45secs. A mile handicap for a cup presented by Mr. D. O'Connor was also won by W. H. Isles, 10yds, with T. B. Aird, 20yds, 2nd; and R. S. W. Cumming, sc., 3rd. Time, 3min. 39secs.

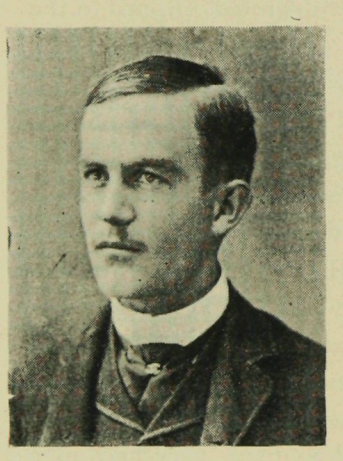
The third annual sports of the Union Athletic club followed on the 30th May, but it was not marked with any success from point of view. A two mile handicap for the St. Jacob's Oil trophy was the main fixture, and this fell to F. W. Belbridge from 25yds, with W. Johnson sc., 2nd; and J. E. Harris 25yds, 3rd. Belbridge showed much improved quality and won easily. Did Harris had better luck in a mile handicap, which he won from 30yds, R. S. W. Cumming being 2nd; and the star of the previous season, W. Johnson, sc., 3rd. H. W. Atkinson, W. D. Mellor, and H. White filled the places in a maiden mile.

The Brisbane Bicycle Club brought off their second annual gathering at Toowong on the 25th July, 1885, and profiting by their former experience

they again secured the attendance of a team of Southern riders, including H. H. Lambton, the brilliant rider who afterwards developed into an Austral Wheel Race winner in 1887 and 1892 and who subsequently left his Australian home, to be overtaken when far away by death. The big event of the day was a five mile intercolonial championship. There were eight entries for this event but four only started, namely, H. H. Lambton (Sydney), J. E. Harris, G. H. Perry and R. S. Lambton. The two last named fell out when about half the distance had been covered. At an early point in the race Harris broke his pedal but the other competitors waited until he obtained a fresh mount. After the event had developed into a match between H. H. Lambton and Harris the Brisbane man, riding in fine form and displaying excellent condition, kept well up to the front until the beginning of the last lap, when Lambton, riding with commendable judgment, slipped to the front and looked a safe winner, but he fell and Harris finished alone. Lambton afterwards remounted and secured second prize. A three mile event for the amateur championship of Queensland was another important feature of this meeting and this fell to F. W. Belbridge with H. W. Atkinson 2nd and T. B. Aird 3rd. The time was 3min. 21¾secs., and the win was an easy one. A club championship over two miles resulted in a dead heat between J. E. Harris and F. W. Belbridge, these Baratarian kings of the B.B.C. being close pressed for the position by R. S. W. Cumming. Time, 6min. 57secs. A couple of riders from Rockhampton also took part in this meeting, and one of them, Mr. J. Hinchcliffe, secured the maiden handicap of one mile in 3min. 49secs. P. Sweeney, sc., was second and J. L. Boden, 40yds, third. E. Markwell pushed W. Hamilton, of Sydney, very hard in a half mile scratch event but could not quite get up in the final, though he succeeded in defeating H. H. Lambton in his heat. The final time was 1min. 31secs. At this point it is worthy of note that the Safety bicycle was just trying to push itself into favor but was meeting with such little success that it stood a great show of being ridiculed out of existence. A Safety handicap over one mile was included in the programme under notice, and it was described by onlookers as a happy-go-lucky kind of affair producing considerable merriment because of the different kind of machines used. T. B. Aird, A. F. G. Dye and W. Johnson filled the places. Johnson rode what was described as an overgrown animal named the "American Pony Star"; Aird rode a machine known as the Kangaroo, and Dye rode a Rudge. The time for the event was 3min. 35¾secs. There were a number of minor events on the programme, both cycling and pedestrian. A noticeable feature was the wearing of crape by all members of the B.B.C. out of respect to the memory of Mr. W. H. Isles, a prominent member, who had expired during the previous week while on a visit to Sydney. From above it will be seen that Mr. Aird was

the first to win a prize on a Safety in Queensland, though the machines were not of the character at present in use, being somewhat of a cross between the ordinary and the present Safety, with one large and one small wheel, Johnson's machine having the small wheel in front.

The Brisbane Amateur Cycling Club organised an intercolonial sports meeting, which took place on September 5th on the same grounds as the previous meetings. Shackleford, the then champion of Victoria, was expected to compete at this gathering, but for some reason his visit fell through. The next best rider of Victoria, however, Mr. C. Dwyer, came up, accompanied by Mr. J. S. Foulkes, ex-amateur champion of Victoria, and C. R. Wood, ten-mile champion of N.S.W. Messrs. J. O'Neil Brenan, T. E. White and Thos. Finney acted as judges, with Lieut.-Col. Blaxland starter, and Mr. R. P. Francis timekeeper. A 5-mile intercolonial championship was the main feature, the result being a win for C. R. Wood (N.S.W.), J. S. Foulkes (Vic.) being second, and F. W. Belbridge (the only Queenslander who appeared to have any hope with the visitors) being third. J. Love was the only other starter. The result might have been different had not Belbridge fallen in the 13th lap, damaging his machine, and thus leaving the race to the southern riders. The remainder of the programme and results were as follows :—1 mile maiden handicap : J. A. Nicholson, 50yds., 1st ; F. W. Birley, 50yds, 2nd ; A. A. Le Seuer, 3rd ; time, 3min. 46⅕sec.1 mile handicap (O'Connor's Cup): J. S. Foulkes (Vic.), 40yds., 1st ; F. W. Belbridge, 50yds., 2nd ; a desperate finish, and won by ½yd. in 3min. 6sec. 1 mile handicap for boys under 16 : G. Large, 30yds., 1st ; time, 3min. 43⅗sec. 3 miles bicycle handicap : J. S. Foulkes (Vic.) 180yds., 1st ; F. W. Belbridge, 225yds., 2nd ; C. Dwyer (Vic.), 120yds., 3rd ; this proved proved another great race, but it was spoiled in the last lap by Dwyer falling at the time he and Foulkes were fighting out the finish ; time, 9min. 58sec. Fancy and trick riding competition : C. Dwyer (Vic.) 1 mile handicap (for safety machines) : A. A. Le Seuer, 150yds., 1st : T. B. Aird, sc., 2nd ; J. Love, 40yds., 3rd. 1 mile tricycle race : C. Dwyer (Vic.), 1st ; C. R. Wood (N.S.W.), 2nd ; only two started, the latter only going out so that the race would not fall through.



THE LATE MR. W. H. ISLES.

In September of this year (1885) Mr. G. E. B. Timewell, of Sydney, accomplished the first overland ride from the southern city to Rockhampton on an ordinary bicycle. He was joined on arrival at Brisbane by Mr. J. E.

Harris, who rode with him as far as Maryborough, from which point business compelled him to return. This feat of Mr. Timewell's excited almost as much wonderment as "around the continent" trips do nowadays.

The first handicap road-race ever run from Brisbane to Sandgate took place on the 17th April, 1886. The start was from Elizabeth-street, at the rear of the Post Office, and though it was a handicap arranged by the Brisbane Bicycle Club as a merely informal means of opening the season, it excited a great deal of public attention. The course was to the Sandgate Post Office *via* The Albion, Nundah, and White Flats. The finishing-post saw the competitors in the following order:—F. W. Birley, 64min. 38sec.; T. B. Walker, 69min. 56sec.; G. R. Ryder, 58min. 25sec.; F. W. Belbridge, 55min. 30sec.; R. L. Stewart, 72min.; T. Coutts, 67min. 5sec.; J. Love, 63min. 40sec.; R. S. W. Cumming, 64min. 10sec.; A. F. G. Dye, 73min. J. Ferguson also started, but did not finish.



MR. G. E. B. TIMEWELL, SYDNEY,

On his overland ride, Sydney to Rockhampton.

THE SEASON 1886—

A Day's Ride from Toowoomba to Brisbane—The First Cycling Clubs in Townsville and Ipswich—Atkinson Wins the Championships at Brisbane.

THE idea of a ride from Toowoomba to Brisbane in one day was a good deal talked about during this year, and it was eventually accomplished on the 24th May, 1896, by Messrs. Chambers and Cumming, both of the Brisbane Bicycle Club. A start was made from the Queen's Hotel, Ruthven-street, Toowoomba, at 6 a.m., and Victoria Bridge reached at 10 o'clock that night, after a most eventful 16-hours ride, which earned the plucky pair the admiration of their many friends.

In the month of June, 1886, Mr. W. Johnson, of Brisbane, who had then gone to reside at Townsville, discovered that there was a small coterie of about a dozen cyclists in the northern capital, and he moved in the direction of forming the first club in the city. A meeting eventuated at Coyle's Exchange Hotel, Mr. Johnson in the chair, and the Townsville Cycling Club was formed. The officers elected were—Messrs. E. M. Ledsam, captain; A. Fowles, sub-captain; W. Johnson, hon. sec. and treasurer; and committeemen, C. Carpenter, J. Graham, and F. Phillips.

The racing season, 1886, was rather late in starting, but on the 24th July the Brisbane Amateur Cycling Club again came out with entertainment for the public and races for its members, the third annual sports being held at Toowong. There were no features of intercolonial interest in this meeting, and this, coupled with the fact that the weather was somewhat threatening, caused a smaller attendance than was usual with this club. The results were.—1 mile maiden handicap: J. T. Isles, 20yds, A. A. R. Boyce, 85yds., dead heat; in the run-off Isles won in 3min. 29½sec. Half-mile handicap for boys under 16: T. A. White, sc., 1st; F. Smith, 10yds., 2nd; H. G. Vidgen, 25yds., 3rd; time, 1min. 50sec. 1 mile safety handicap: J. Love, sc., 1st; won easily in 3min. 41sec. 1 mile tricycle handicap: G. R. Large, 80yds., 1st; A. Reed, sc., 2nd. 1 mile handicap (O'Connor Cup): H. W. Atkinson, sc., 1st; G. Moloney, 35yds., 2nd (the cup became Atkinson's property, he having won it previously); time, 3min. 7secs., this being the best Queensland record so far. 50yds. slow race: T. A. White, 1st; J. Love, 2nd. 5 miles championship of Queensland: H. W. Atkinson, 1st; J. Love, 2nd; C. Stewart, 3rd. Great interest was manifested in this important race, as it was thought that Atkinson (who was otherwise a hot favourite) would be too fatigued after his race for the O'Connor Cup to ride up to his usual form. Stewart was leading in the last lap and looked like winning, but Atkinson overhauled him and won after a splendid tussle with Love (who, spurting gamely, succeeded in passing Stewart, and was defeated on the post

only); time, 17min. 50¾sec. 1 mile junior club handicap: A. A. R. Boyce, 70yds., 1st; time, 3min. 25sec. 1 mile open handicap. G. Maloney, 40yds., 1st; H. W. Atkinson, sc., 2nd; a splendid race; time, 3min. 10½sec. (Latter-day acquaintances will hardly recognise in the winner of the above-named championships the well-known Brisbane architect. The very next meeting recorded sees him again distinguishing himself.)

August 28, 1886, was selected by the Brisbane Bicycle Club for their annual championship meeting at Toowong. Like the other club, they had not gone to the expense of bringing up southern competitors this year, but in their place there were visitors from a number of the more important country centres, including Rockhampton, Toowoomba, Bundamba, and Dalby. Mr. C. W. Chambers acted as judge, and had no easy task. Mr. T. B. Aird was starter. The day's results were as follows:—Half-mile boys' handicap: A. Warwick, 10yds., 1st; T. A. White, 20yds., 2nd; H. E. White, 65yds., 3rd; time, 1min. 47⅕sec. 2 miles handicap (St. Jacob's Oil Trophy): G. Shaw, Rockhampton, 1st; F. W. Birley, 2nd; J. Ash, Bundamba, 3rd; Shaw won rather easily; time, 6min. 16½sec. 1 mile championship of Queensland: H. W. Atkinson, 1st; C. Stewart, 2nd; Geo. Maloney, 3rd; Atkinson won with a lot in hand, as it was apparent that he could have done a lot better time if pushed; time, 3min. 7sec. 1 mile safety handicap: F. J. Isles, 240yds., 1st; K. M'Kenzie, 175yds., 2nd; J. Love, sc., 3rd; this race was fast from the jump; time, 3min. 14⅕sec. 1 mile handicap: G. Shaw, Rockhampton, 130yds., 1st; C. Stewart, 40yds., 2nd; F. W. Birley, 3rd; time, 2min. 59⅕sec. 1 mile maiden handicap (President's Cup, presented by Sir Thos. M'Ilwraith): J. S. Isles, 130yds., 1st; G. A. Godsall, 110yds., 2nd; K. M'Kenzie, 40yds., 3rd; won by 2yds. in 3min. 13⅗sec. Half-mile scratch race (Harris Cup, to be won twice, presented by Mr. J. E. Harris): H. W. Atkinson, 1st; C. Stewart, 2nd; D. W. Swan (Dalby), 3rd; time, 1min. 29⅕sec. After this race a grand parade of cyclists took place, about 40 riders taking part. Half-mile handicap (without handles): J. W. Robinson (Rockhampton), 70yds., 1st; G. Maloney, 50yds., 2nd; J. Ash (Bundamba), 120yds., 3rd; time, 1min. 46sec. 3 miles handicap: C. Stewart, 220yds., 1st; G. Shaw (Rockhampton), 400yds., 2nd; F. W. Birley, 300yds., 3rd; won easily by 30yds., with only a few yards between second and third.

Several attempts were made to form a bicycle club in Ipswish prior to this, but none were successful until October, 1886, when the number of wheelmen in the town had so increased that it became possible to properly organise a club. Stombuco and other Brisbane riders of the day are understood to have aided the birth of Ipswich club.

The year closed with a meeting under the combined auspices of the Brisbane Bicycle Club and the Brisbane Amateur Cycling Club, held at

Toowong on the 20th November. There was nothing of a remarkable character about this meeting, unless it were, perhaps, that a totalisator was worked on the grounds by a firm of bookmakers and met with a deal of patronage. This appears to be the only record obtainable of such a machine being allowed at a cycling meeting in Brisbane, and it is well for the sake of the sport that its use has not been continued. Messrs. C. W. Chambers and T. B. Aird acted as judge and starter, and the various events run were as follows :—1 mile maiden handicap—S. Welsh (Ipswich), 125yds, 1st; R. C. Chapham, 140yds, 2nd ; W. J. Deazley (Ipswich), 150yds, 3rd. Time, 3min. 9⅝secs. ½-mile handicap for boys under 16—G. H. Graham, 100yds, 1st; A. Warwick, 75yds, 2nd ; T. A. White, sc., 3rd. Time, 1min. 32¼secs. 1 mile handicap—A. A. R. Boyce, 190yds, 1st; F. W. Birley, 100yds, 2nd ; K. McKenzie, 155yds, 3rd. Time, 2min. 51½secs. ½-mile handicap, without handles—K. McKenzie, 80yds, 1st : G. Moloney, sc., 2nd; J. Love, 5yds, 3rd. Time, 1min. 37½secs. 1 mile Safety handicap —F. J. Isles, 75yds, 1st ; J. T. Isles, 100yds, 2nd ; E. Taylor, 250yds, 3rd. Won easily. Time, 3min. 12sec. ½-mile scratch race (Harris Cup)—H. W. Atkinson, 1st ; G. Moloney, 2nd ; C. Stewart, 3rd. Time, 1min. 29⅗secs. Atkinson having previously won a leg-in, became the owner of the Harris Cup. 100 yards slow race—G. Moloney, 1st ; T. A. White, 2nd. ½-mile scratch race for boys under 16—T. A. White, 1st; G. H. Graham, 2nd. Time, 1min. 4½secs. 3 mile handicap—A. A. R. Boyce, 440yds, 1st ; F. W. Birley, 275yds, 2nd ; K. McKenzie, 350yds, 3rd. During the season 1886 it was computed by a capable authority that the number of cyclists in and about Brisbane was just upon 200, though the same gentleman declared that of these there were probably not more than 50 who were really active wheelmen in the club and racing sense.

THE SEASON 1887–

American Visitors—Stewart replaces Atkinson and Woods - Lou Isles amongst the Champions

MARCH 1887 saw a wonderful American trick cyclist in Brisbane, in the person of Mr. Will S. Maltby, who gave public exhibitions of his skill on the wheel. He was accompanied by a skillful trick roller skater, Prof. Aginton, who was also clever with the cycle, and the presence of the pair in Brisbane is understood to have been due entirely to the Brisbane Bicycle Club. At the Brisbane Amateur Bicycle Club's fourth annual sports in July of this year the three mile championship of Queens-

W. C Overland A Charrington A. Reed S. S. Priday P. Sweeney



E. J. Beard E. Thurlow F. Grenier T. B. Aird G. Large A. R. Bennett
R. Boyce Master J. Reed J. Sturgeon

BRISBANE AMATEUR CYCLING CLUB, 1884.

land was won by C. Stewart with H. W. Atkinson 2nd and R. L. Stewart 3rd. The winner was not in trouble at any time but the race for second place was exciting. Time, 10min. 32secs. At the Brisbane Bicycle Club's annual meeting in the following September the mile championship fell to C. Stewart, with H. W. Atkinson 2nd and G. Moloney 3rd. These were the only starters. Time, 3min. 9⅕secs. A two mile club championship also fell to C. Stewart, R. L. Stewart 2nd, and J. Love 3rd. Time, 6min. 45⅗secs. During the same month the first cycle paper chase ever indulged in by Queenslanders was brought off by the B.B.C. at Oxley. Messrs. F. Jordan and A. H. Coomber acted as hares, and Jordan was first caught by F. Birley and Coomber was afterwards captured by J. Love. Coming to the year 1888 the first big meeting was due to the Union Athletic Club on the 23rd June, this being their sixth annual gathering. The attendance was very large and the times for the cycling events were very fast. The officials were: Judges, Messrs. R. H. Roe and J. O'Neil Brenan; starter, Mr. A. Conningham. The events fell in the following order:—1 mile maiden race —J. F. Grenier, 1st; A. E. Grimley, sc., 2nd; G. Dobbyn, 3rd. Time, 3min. 29secs. 2 mile handicap (St. Jacob's Oil trophy)—T. S. P. Jordan, 100yds, 1st; G. R. Large, 100yds, 2nd; R. L. Stewart, 110yds, 3rd. Jordan having won this event twice in succession became the owner of this splendid trophy valued at £50. Boys' race, ½ mile—F. Smith, sc., 1st; T. H. White, sc., 2nd; J. A. Smith, 50yds, 3rd. Time, 1min. 42⅗secs. The embryo champion, who finished third, was mounted on a solid-tyred rear-driven dwarf safety. This machine, practically the present everyday type of bike, at the time was then a decided novelty as a speed developer. 1 mile handicap—T. S. P. Jordan, 40yds, 1st; J. F. Greiner, 130yds, 2nd; C. Stewart, sc., 3rd. Time, 3min. 1⅗secs. ½-mile scratch race—T. S. P. Jordan, 1st; R. L. Stewart, 2nd; J. Young (Warwick), 3rd. Time, 1min. 31⅕secs. Veterans' race (1 mile) for cyclists who had raced prior to 1884—R. S. W. Cumming, 15yds, 1st; A. F. G. Dye, 45yds, 2nd; G. Stombuco, 120yds, 3rd. Time, 3min. 27secs. The next in order and importance was on Sept. 22nd, when the Centennial Championship Meeting of the B.B.C. took place at the Exhibition Grounds, there being about 1,000 spectators. C. R. Wood, the holder of the 10 mile amateur championship, was amongst the competitors. This was the first meeting held at the Exhibition Ground on a rough grass track which was situated on the hill where the sheds have since been erected. The judge was Mr. J. E. Harris; referee, Messrs. C. W. Chambers and R. S. W. Cumming; clerks of the course, Messrs. W. Johnson and A. H. White. A fine programme was discussed with the following results:—1 mile maiden handicap—J. L. Boden, 140yds, 1st; G. Dobbyn, 70yds, 2nd; W. T. Hughes, 100yds, 3rd. Time, 3min. 20secs. Boys' race, ½ mile—J. A. Smith, future

champion, 90yds, 1st; D. Milne, 90yds, 2nd; J. White, 100yds, 3rd. Time, 1min. 38⅘secs. 5 mile championship of Queensland—C. R. Wood (late of N.S.W.), 1st; C. Stewart, 2nd; G. Moloney, 3rd. Won easily by 10 yards. Time, 19min. 46secs. 1 mile bracelet handicap—L. H. Isles, 100yds, 1st; H. R. Jordan, 190yds, 2nd; W. T. Hughes, 260yds, 3rd. Time, 3min. ½sec. 1 mile Safety handicap—F. J. Isles, 60yds, 1st; J. L. Boden, 200yds, 2nd. Time, 3min. 40secs. 1 mile bicycle handicap, Pollard Piano trophy, to be won twice —L. Isles, 100yds, 1st; F. W. Belbridge, 70yds, 2nd; T. S. P. Jordan, 50yds, 3rd. Time, 3min. 5secs. 1 mile novelty obstacle race—S. D. Fletcher, 1st; F. J. Isles, 2nd. 3 mile handicap—C. R. Wood, sc., 1st; C. Stewart, 100 yds, 2nd; F. W. Belbridge, 170yds, 3rd. The most exciting race of the day, the limit man had 430 yards start, but the scratch man came through his field in splendid style winning by 10 yards in the fast time of 10min. 23½secs. At the fifth annual sports of the Queensland B.C., held on Oct. 29th of this year there was but a small attendance and little of note took place if we except the veterans' race, for riders who had been in competition before 1884. This fell to G. R. Ryder from 50yds, with T. B. Aird, 40yds, 2nd, and J. Love, sc., 3rd. This appears to have been the last sports promoted by the Queensland B.C.



MR. W. JOHNSON,
"On his "American Pony Star."

The year 1889 was not prolific of cycling meetings. On Sept. 7th the B.B.C. held a meeting on the Breakfast Creek Grounds, which was a great success, the weather and the racing track being all that could be desired. 1 mile maiden handicap—C. Stewart, 150yds, 1st; O. D. Cooper, 130yds, 2nd; C. D. Cox, 90yds, 3rd. Time, 3min. 13secs. The main event was the 2 mile championship of Queensland—L. H. Isles, 1st; C. Stewart, 2nd; G. Dobbyn, 3rd. Isles won easily by one-third of a lap and was in great form. Time, 6min. 25secs. 1 mile Safety handicap—J. L. Boden, 150yds, 1st; F. J. Isles, 30yds, 2nd. Isles was winning easily when he mistook the winning post. 1

mile ladies' bracelet handicap—L. H. Isles, sc., 1st; C. D. Cox, 170yds, 2nd; G. Moloney, 80yds, 3rd. Time, 3min. 8⅕secs. 1 mile handicap, Pollard prize—L. H. Isles, sc., 1st; G. Dobbyn, 90yds, 2nd; G. Moloney, 80yds, 3rd. Time, 3min. 3⅕secs. 1 mile handicap (second class riders)—O. D. Cooper, 130yds, 1st; C. D. Cox, 80yds, 2nd; A. H. Richards, 100yds, 3rd. Time, 3min. 15secs. 3 mile handicap (Goldsmiths' Hall trophy)—L. H. Isles, sc., 1st; G. Dobbyn, 200yds, 2nd; W. J. Hammond, 160yds, 3rd. Time, 10min. Two days later than the above witnessed the seventh annual sports of the Union Athletic Club at the Toowong Sports Ground. There was only a moderate attendance on account of clashing with the Hunt Club. The sports themselves were excellent, the results being as follows :—1 mile maiden handicap—J. R. Coupland, 80yds, 1st; E. Bell Booth, sc., 2nd. Time, 3min. 24secs. 1 mile handicap, Pollard piano trophy—H. White, 280yds, 1st; L. H. Isles, sc., 2nd; A. R. Vidgen, 160yds, 3rd. Time, 2min. 53⅕secs. This time being a record for the mile. 1 mile handicap (second-class riders)—A. R. Vidgen, 30yds, 1st; H. White, 160yds, 2nd; C. E. Stewart, 60yds, 3rd. Time, 3min. 14⅗secs. 1 mile scratch American lap race—L. H. Isles, 1st; C. E. Stewart, 2nd. This race was scored by points on each lap. The leading man at the conclusion of each lap scored three points, the second two points and the third one point. Time, 2min. 58½secs.

DAWN OF THE NINETIES—

Queensland Represented at Melbourne—Formation of the Safety Club.

THE Brisbane Bicycle Club continued in the van of cycling sports promoters in 1890, and August 16th saw their annual meeting at the Breakfast Creek Grounds. This meeting excited more interest than any of the meetings taking place for some years before, owing to several of the leading amateur cyclists from New South Wales and Victoria competing. The track was in good order, and there was a splendid attendance. Great interest was evinced in the southern cyclists, the general impression being that they would not carry away too many prizes, as the handicapping had been very stiff. But results proved that they were equal to the task set them, as they carried off the principal events, the riding of W. H. Lewis, of Melbourne, being particularly brilliant. The order of the programme and results were as follow :—1 mile maiden race: A. Hobson, 1st; D. Munro, 2nd; time, 3min. 18⅘sec. 2 miles championship of Queensland: L. H. Isles, 1st; J. A. Smith, 2nd; O. D. Cooper, 3rd. T. Kingel (Rockhampton) was among the other starters. When the bell went

for the last lap, Isles went to the front with the greatest ease, and won by 100yds. A great struggle took place between the second and third men, Smith gaining the verdict by a few feet. Time, 6min. 26sec. 1 mile handicap (Pollard Prize): O. D. Cooper, 190yds., 1st; W. W. Hitchcock (N.S.W.), 60yds., second; A. Hobson, 230yds., 3rd; a dead-heat resulted between the first and second men, and in the run-off Cooper won; time, 2min. 50⅗sec. Half-mile scratch race: W. H. Lewis (Vic.), 1st; W. W. Hitchcock (N.S.W.), 2nd; L. H. Isles (Q.), 3rd; a good race, won by a grand sprint of Lewis, Isles was close up; time, 1min. 48sec. 1 mile handicap (second-class riders): D. Munro, 20yds., 1st; J. L. Boden, 15yds., 2nd; A. Hobson, 30yds., 3rd; time, 3min. 21⅗sec. 1 mile handicap (ladies' bracelet): O. D. Cooper, 190yds., 1st; W. H. Lewis (Vic.), sc., 2nd; W. W. Hitchcock (N.S.W.), 60yds., 3rd; time, 2min. 41secs. 1 mile handicap (safety bicycle race): H. G. Tilley (Vic.), 30yds., 1st; E. A. Cole (Vic.), 80yds., 2nd; F. T. Davis, 160yds., 3rd; time, 3min. 10⅕sec. 3 miles handicap (Goldsmiths' Prize): W. H. Lewis (Vic.), sc., 1st; W. Hitchcock (N.S.W.), 110yds., 2nd; O. D. Cooper, 370yds., 3rd; this was the race of the day, Lewis winning in brilliant style in the last lap; time, 9min. 8⅗sec.

About the middle of this year there appeared the first cycling journal ever published in Queensland. It was a small 4-page paper, styled *The Brisbane Cyclist*. The time, however, was not ripe for the successful issue of a paper devoted only to this class of sport, and its life was not long.

In December of 1890 we find the champion, Mr. L. H. Isles (now manager of the Humber Cycle Depot, Queen-street), representing Queensland in Melbourne, and competing against such representative men as Messrs. A. Hall (N.Z.), G. W. Whatmore (N.S.W.), A. E. Sampson (S.A.), and the best amateurs of Melbourne and all parts of Victoria. The meeting was the first held on the asphalt track at the Melbourne Exhibition Grounds, where so many good races—and so many accidents—have since been seen, the dates being December the 6th and 13th. Races were run both afternoon and evening, the latter with the assistance of electric light. On the first day, Lou started in the interclub plate, and was in a splendid position near the finish of his heat, when he looked around, and running into the embankment he fell over. The heat, and the final, was won by C. B. Kellow, who had only just previously made his first public appearance. The distance was 2 miles, and the time for the final 5min. 11⅗sec. On the second day of the meeting, Isles started for the mile Australasian championship, but without success, the honor falling to W. H. Lewis (Vic.), with Hall (N.Z.) second, and Whatmore (N.S.W.) third; time, 2min. 37⅖sec. In the ladies' bracelet, 1 mile, on the same day, Lou ran second to J. J. Campion, in 2min. 37⅖sec. In a 2-miles intercolonial scratch event, the Queenslander was fourth,

W. H. Lewis, J. J. Campion, and P. T. Sharp finishing before him in that order. A prominent southern writer (Mr. E. Elliott, since deceased), speaking of Isles, said: "I have a great opinion of the plucky little Queenslander, and am confident that if he had the opportunities for racing enjoyed by Victorians he would take no end of beating." In considering the times it must be remembered that the machines were ordinaries, fitted with rubber tyres. On the first day of the meeting, the first safety championship race ever decided in Australia was brought off, distance 1 mile, and was won by E. W. Rudd, whose machine was fitted with pneumatic tyres. It was remarked at the time that these tyres were decidedly the fastest in the world. Just so!

The year 1891 saw a new influence at work in the appearance of the Brisbane Safety Bicyle Club, whose name signified their intention to knock out the prejudice against the dainty little safety wheels. The first meeting was held on the 25th March, at the National Hotel, Petrie's Bight, Mr. J. Naylor (now of the League) occupying the chair. It was decided that a club, to be known as the Safety Bicycle Club, be formed. Mr. Naylor was elected hon. sec., Mr. F. Smith treasurer, Mr. K. M'Kenzie captain, and Mr. H. E. Hobson sub-captain. Messrs. M. J. Fletcher, A. Smith, R. Curtis, and J. R. P. Adams were appointed a committee. Sir Samuel Griffith was appointed first patron of the club, and Dr. Taylor first president. The latter gentleman has occupied the position ever since. The Normal School was fixed upon as the meeting place from which club runs should start, and so the Safety Club started on its successful career. Both from a social and cycling point of view this club is now in the first rank of similar institutions in Australia. For a good while during its early life this club held its meetings at Mr. J. Smith's bicycle shop, Petrie's Bight, and Safety Club members were the first in Queensland to inaugurate those pleasurable functions known as "billy" runs, which have since become so popular, and are so universally indulged in by all clubmen. In the second year the names of such still popular men as Messrs. W. Holdstock, R. Sandeman, and C. Longland appeared as captain, sub-captain, and hon. secretary respectively. On Oct. 10th the Safeties held their first championship meeting at the Breakfast Creek Sports Grounds. From a racing point of view the meeting was successful, but financially it was a failure. The results were as follow:—1 mile maiden handicap: A. Warwick, sc., 1st; J. Johnson, 140yds., 2nd; W. B. Mines, 90yds., 3rd; time, 3min. 14sec. Half-mile handicap (boys' race): W. Robinson, 40yds., 1st; C. Vidgen, 25yds., 2nd. 3 miles safety championship of Queensland: L. H. Isles, 1st; J. Naylor, 2nd; J. Adam, 3rd; Isles won as he liked in 9min. 44sec. In this event Mr. Naylor bestrode the first pneumatic-tyred safety ridden in Queensland, the other competitors being

mounted on cushioned tyres. 1 mile handicap (Pollard Trophy): W. G. Slack, 140yds., 1st; C. E. Daniels, 140yds., 2nd; L. H. Isles, sc., 3rd; time, 3min. 1 mile handicap (safety race): K. M'Kenzie, 140yds., 1st; J. Adam, 150yds., 2nd; A. Warwick, 130yds., 3rd; time, 2min. 50sec. 1 mile handicap (ladies' bracelet): K. M'Kenzie, 140yds., 1st; W. G. Slack, 140yds., 2nd; E. W. Mitchell, 180yds., 3rd; time, 2min. 55sec. 5 miles handicap: W. G. Slack, 550yds., 1st; L. H. Isles, sc., 2nd; J. Adam, 500yds., 3rd. Isles rode a splendid race, but Slack's long start carried him through.

OVERLAND TO SYDNEY—

Lou Isles and Whatmore—An Exciting Ride.

AMONGST the friends made by Mr. Lou Isles while in Sydney was Mr. G. W. Whatmore (N.S.W.), of the St. Leonards Bicycle Club, and during 1891 these two conceived the idea of riding in company overland from Brisbane to Sydney. In pursuance of this, Mr. Whatmore arrived in Brisbane by train during the first week in September, 1891, bringing with him two specially selected cushion-tyred safety machines, upon which the feat was to be undertaken. This being the first journey of its kind attempted over these roads, full particulars of it are given.

All arrangements having been completed, a start was made from Clayfield at 4 a.m. on September 7. It had rained heavily the previous night, and the roads were consequently very heavy. Passing through Goodna and Redbank, Ipswich, 23 miles from the starting point, was reached at 7.45 a.m. After a quarter of an hour for refreshments, the journey was resumed. The roads still continued bad, and so sticky as to be almost impassable. Riding was out of the question, so the travellers were forced to pretty well carry their machines. The Purga railway station, only 7 miles from Ipswich, took two hours and a-half to reach. Peak Crossing, 40 miles out from Brisbane, was passed at 11.45 a.m., and Fassifern reached at 1 p.m. Thence at 2.45 p.m. a start was made for Cunningham's Gap. The foot, 12 miles from the last halting-place, was reached at 4 p.m. The summit was only 3½ miles distant, yet so steep was the road, and so badly cut up by the rain, that it took three hours to get there. When the pair reached the top of the mountain it was dark, and still the descent had to be made or else they would have been obliged to camp out, with only a bit of a blaze from

a fire of half-wet sticks to get warm with. The road down was clayey and sticky, and several creeks were crossed. The only guides to the track—it could hardly be called a road—were the telegraph posts. In face of these difficulties only slow progress was made, and just as they had made up their minds to camp it, the friendly light of an unfriendly boundary rider's hut was seen glimmering through the trees. A bee-line was made for the beacon, and the boundary rider, answering the door and enquiring the travellers' needs, told them if they wanted accommodation they would have to pay cash down for it. That was agreed upon. A supper of salt junk and bread and dripping sent them to sleep and to dream of all manner of things, especially murders and other like things, for the countenance of the grim stockman was not the pleasantest one could imagine. The distance for the first day was 80 miles.

Refreshed with sleep, the two made a start at 6 a.m. on September 8 for the homestead of the Maryvale horse run, a distance of 7 miles, arriving 7.45 a.m. Well treated by Mr. Hill, the manager, they made a hearty meal, and started off again at 8.30 a.m. in the best of spirits. The black soil over which they had to ride was caked and bumpy, which made it as hard as the wet roads of the first day. Warwick, 24 miles out, was made at 11 a.m., and after a stay of an hour a start was made for Dalveen. The roads then began to improve in condition, but the country was mountainous. Dalveen was left behind at 3.45 p.m., and Stanthorpe, where the roads turned to "very good," was reached at 5.45 p.m. A halt was made there for the night.

On the 9th, the bicycles were put in motion at 5.30 a.m. The air was very chilly, but the ride was most agreeable, even though the men got wet in fording some rather large creeks. The boundary line between the two colonies was crossed at 7 a.m., the roads improving, and all the creeks being bridged. Boonoo Boonoo was passed at 8.30 p.m. Thence to Tenterfield the roads were good, and for the most part downhill. Arrived at Tenterfield at 10.40 a.m., Bolivia at 1 p.m., and after lunch started again at 2.15 p.m. to cross the Bluff range of mountains. Arrived at Deepwater at 4.15 p.m., and Glen Innes at 7.30 p.m. The night was passed at the latter place, the distance for the day being 100 miles.

On the 10th the pair started at 7 a.m. The roads turned rough again, and after a 10-mile ride, got through in 45 minutes, the work of climbing Ben Lomond was commenced. The mountain road was terribly rough, being covered with loose metal. Riding was out of the question, and a walk of 24 miles had to be accomplished before the descent on the other side was commenced. This they started to do at 12.30 p.m., and, tired enough, kept struggling along until Guyra was reached at 1 p.m. The journey was

resumed at 2 p.m. After getting over 3 miles of country the roads began to improve very much, and fine progress was made. Armidale, 26 miles from Guyra, was passed at 4.30 p.m. No stoppage was made there, the travellers being anxious to get to Uralla, 15 miles further on. The roads were good and solidly macadamised, and easy riding brought them to their destination at 6 p.m., the distance for the day being 77 miles.

On September 11th a start from Uralla was made at 6·15 a.m., and working on a great breakfast 31 miles were bowled off by 9·45 a.m., when Bendemeer was passed. For the most parts the roads were downhill. The crossing of the Moonbi ranges, which included a good solid 6 miles of uphill, was accomplished without a dismount, which, by-the-bye, is rather a feat. Arrived at the top at 11 a.m., and a beautiful downhill ride was made to Moonbi. Passed the railway station there at 11·30 a.m. and made for Tamworth, 14 miles away. The roads were not quite up to the mark, but the distance was left behind by 1 p.m. After dinner the overlanders were met by the members of the Tamworth Bicycle Club, who accompanied them some distance on their journey. Some distance out from Tamworth the road forks, and being left to their own devices, with no finger post to guide them, instead of taking the road to Goonoo Goonoo they took the road to Gunnedah, and did not discover the error until they were five miles on their way. Steps had to be retraced back to Tamworth, whence a final departure was made at 3 p.m. The roads were rough, but Goonoo Goonoo, 16 miles distant, was reached at 4.15 p.m. Instead of putting up there the two pegged away, hoping to make Wallabadah before darkness set in, but the road over which they had to travel was a stock route, much cut up, and consequently they had to walk considerably. Got on to the good roads by 6 p.m., and reached Wallabadah at 7 p.m., the distance for the day, including deviation, being 110 miles, the best day's run during the journey.

Left again on Saturday, the 12th, at 6 a.m., and had fairly good roads to Doughboy Hollow, passed at 8·45 a.m., and crossing the Murrurundi mountains, which are very steep, the township was reached at 9·30 a.m. While making the descent Isles had an unfortunate accident. The tyre of his machine came off and got wound round the wheel. He was at the time travelling at a very fast pace, and the sudden stoppage sent him flying over the handles. Further than a good shaking and a few scratches on the legs no damage was done. At the next stopping place the tyre was fixed up all right, and after breakfasting the journey was resumed at 10.30 a.m. Passed through Heydontown and Wingen, and arrived at Scone for dinner at 1.15 p.m. Left at 2.15 p.m. Passed Aberdeen, 8 miles out, at 1.45, and

Muswellbrook at 3.45. Took the eastern road and made Singleton, 30 miles, at 7·30 p.m. The distance for the day was 102 miles.

Left again on Sunday, September 13th, at 6.45 a.m., and made Drake, 15 miles, at 8 a.m., and had breakfast. The roads were fair, but top-dressed with loose sand, which greatly impeded progress. Made Wollombi, 18 miles at 11.30. Pushed on and reached Laguna, four miles, at 12·30 p.m. Thence started for Wiseman's Ferry, which they hoped to reach at 5 p.m., and by mistake took the wrong road, which runs via the M'Donald Mountains. At 2.30 p.m. the foot of the mountain was reached, and then the worst troubles of the pleasant trip began. At 4.30 p.m. two mountain drays were overtaken. The draymen, unfortunately, were strangers, and could offer no directions. On the bicyclists pushed, tired and hungry, and at 5.30 p.m. came across a road repairer's hut. After a meal of damper and water the two kept on, hoping to reach Wiseman's Ferry. The road was covered with loose sand, over which it was impossible to ride. As it was dark they walked on for hour after hour, until at 11.30 p.m., feeling too exhausted to continue, they stopped. A fire was lit, and before it they laid down for a sleep, feeling both cold and hungry. Isles at one time felt so cold that he sidled close up to the fire and his clothes caught.

At 3.30 a.m. on Monday they were awakened by the rain, which fell in torrents and quickly put out the fire. There was nothing for it then but to start walking. The distance travelled on Sunday was 90 miles. Starting off again it was found that the roads were almost impassable, the rain having rendered the clayey soil exceedingly greasy. The ferry was reached at 6.45 a.m. The punt was moored out in the stream, and so Mr. Isles had to swim out for it. This was done, and the river, after some difficulty, crossed. Wet and cold, and above everything hungry, the hotel was made at 7.30 a.m. Hunger being satisfied they left again at 9·30 a.m., and made Pitt Town at 12.30 p.m., and Windsor, 35 miles out, at 1 p.m. It was then still raining. Left again at 2.30 p.m. for Paramatta. The rain increased, and a strong south-east wind sprang up, which made travelling slow; in fact, they had to walk to Paramatta, and the distance, 9 miles, took 5 hours to accomplish. Left at 7.30 p.m., and in the face of a fierce gale, with heavy rain, rode into Sydney, which they reached drenched, at 8.45 p.m.

The total time of the journey, including all stoppages, was 7 days 15¾ hours. The distance as made out on the certificates only totalled 680 miles, but as some of these are bush miles it accounts for the discrepancy between the proper distance of over 700 miles. The machines used were the hollow-cushioned-tyre style. They stood the racket of the journey very well indeed. The average distance per day was about 90 miles. Messrs. Whatmore and

Isles claim the distinction of having made the best run on record from Brisbane, the previous best being held by Messrs. Hitchcock and Beteridge, who, starting only from Newcastle, took over 10 days.

It was at about this time that the first pneumatic-tyred machine made its appearance in Brisbane, it being the property of Mr. J. Naylor, who is also accorded the credit of having in earlier years possessed the first cushion-tyred machine seen in Brisbane. The pneumatic was described in those days as a most peculiar-looking contrivance. At the close of the year the list of road records stood as follows :—1885, to Southport, Labrador, and back, W. Isles, 10 hours, 118 miles; 1887, to Sandgate, F. W. Belbridge, 55min.; 1887, to Beenleigh, K. McKenzie, 1 hour 50min., 24 miles; 1887, to Wynnum, T. B. Aird, 50min., 12 miles; 1891, to Aquarium, L. H. Isles, 28min. 55secs., 7¾ miles; 1891, to Cleveland, L. H. Isles, 1 hour 10min., on an ordinary; present safety record, 1 hour 2min. 10sec., 21 miles; 1891, to Humpybong, L. H. Isles, 2 hours 10min., 30 miles; 1891, to Warwick from Ipswich, L. H. Isles and J. Naylor, 28¾ hours; 1891, to Mount Crosby and back, Isles and Naylor, 8 hours, 66 miles; to Tambourine, via Waterford and Beenleigh, G. Stombuco, 5 hours, 42 miles; 1891, to Pimpama, Fletcher, 3¼ hours, 34 miles; to Burleigh Heads, A. Smith and A. Hobson, 8 hours, 60 miles; to Toowoomba, G. Moloney and L. H. Isles, 12½ hours.

J. A. SMITH ON TOP—

Growing Popularity of the Safety.

AS the years go on it will be seen how the older riders have dropped out and the younger ones have come on, each meeting showing the disappearance of the seniors with their high and ugly mounts, and each meeting seeing the name of some fresh victor amongst the list of winners.

In 1892 the Safeties brought off their second annual championship meeting at Breakfast Creek, the date in this case being the 23rd July. It was under most favourable auspices, there being about 2000 present. Messrs. T. H. Burkell, Mark Long, and A. M'Gregor, members of the Speedwell Bicycle Club, were present, the former being the only one to compete, and that unsuccessfully. The programme resulted as follows :—Novices' race, 1 mile: A. V. Dodwell, 100yds., 1st; G. Weston, 150yds., 2nd; W. J. Anthony, 90yds., 3rd; time, 2min. 44½sec. 3 miles championship of Queensland: J. A. Smith, 1st; L. H. Isles and J. Adam a dead-heat for second place. The

race was uninteresting until the last lap, when the three placed men were well together ; when half the lap had been accomplished, Smith passed Isles, and Adam ran up ; a splendid struggle ensued, Smith eventually winning by 2yds ; time, 9min. 42⅘sec. 1 mile club championship : J. Adam, 1st ; J. A. Smith, 2nd ; time, 2min. 49½sec. Boys' race, ½ mile, W. H. Robinson, sc., 1st ; J. White, sc., 2nd ; time, 1min. 28sec. 3 miles handicap : J. Adam, 310yds., 1st ; W. L. Nicklin, 500yds., 2nd ; J. Naylor, 400yds., 3rd ; L. H. Isles, sc., 4th ; time, 8min. 11sec. Ladies' bracelet, ½ mile ; C. H. Briggs, 150yds., 1st ; F. G. R. Newman, 165yds., 2nd ; time, 1min. 10sec. 1 mile handicap : G. Weston, 320yds., 1st ; W. L. Nicklin, 200yds., 2nd ; J. Adam, 140yds., 3rd ; time, 2min. 33½secs. Consolation race, 1-mile : J. Krown, 50yds., 1st ; T. A. White, 50yds., 2nd ; time, 2min. 55sec.

The growing popularity of the safety wheel had resulted in adding considerable strength to the Safety Club, and the old Brisbane Bicycle Club (which up to this year had refrained from admitting riders of the new notion to membership) was, as a consequence, reduced to a weak condition—hence the discontinuance of their annual sports gatherings. This could not be allowed to continue, and on the 23rd August a meeting was held at the Centennial Hall to re-form the Club upon a new basis. Mr. J. J. Kingsbury occupied the chair, and, having set out the position, it was decided by an almost unanimous vote that the club should be re-formed upon a basis which would admit riders of all classes of machine to membership. Mr. Percy C. Sapsford was elected captain, Mr. J. R. P. Adams vice-captain, and Mr. Geo. Driver hon. secretary and treasurer. The list of members was augmented to 70, and the committee were empowered to re-frame the rules.

In September of 1892 a team of Queensland cyclists visited Sydney, and competed at a meeting held on the 3rd of the month. The team consisted of Messrs. J. A. Smith, J. Adam, A. Warwick, and W. and F. Holdstock, but none got a place. The track was rendered dangerous through the wet weather, and there were over 40 "spills" during the afternoon. Seven days later the same team appeared at the St. Leonards Bicycle Club sports (North Shore), when J. Adam ran second in the 3 miles handicap with 360yds. start. J. A. Smith was indisposed, and did not start in any event. A. Warwick won a heat, but was only fourth in the final.

Early in this year a Boys' Cycling Club was started, but it fell through after a few months, some of its more active members joining the Brisbane Bicycle Club. It was re-formed in September of the same year, only to collapse again a little later.

FLOOD YEAR—1893—

Portentious Events—A South Brisbane Cycling Club—Formation of the Queensland Cyclists' Union—Opening Fixture—Championship Events—A Combined Meeting—Death of George Ferguson.

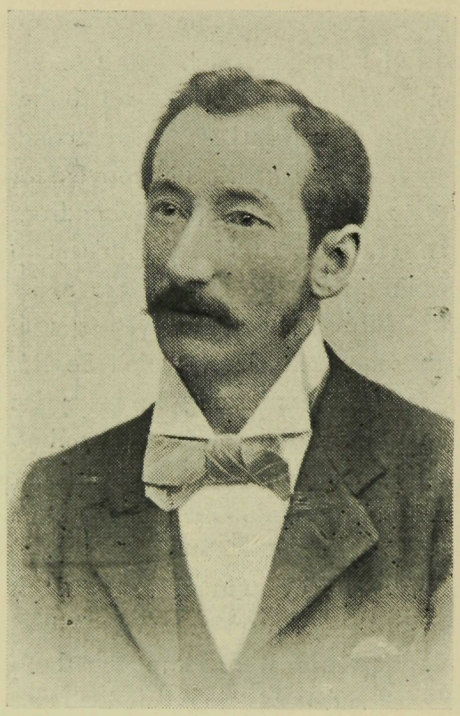
IT was in February of 1893 that the visit of some southerners interested in cycling brought to a head the feeling which had been for some time growing that Queensland should have some controlling amateur cycling body. Several meetings were accordingly held, the outcome of which was that the Queensland Cyclists' Union was formed. The movement was vitalised mainly, perhaps, by Mr. C. A. Hawkins, who, arriving from Sydney shortly before, was taken by Mr. L. H. Isles to Mr. Smith's shop and riding room, Petrie's Bight, on the evening that the prizes were to be presented for the Safety Club sports held in July, 1892. The visitor was then asked by the officials of the Club to present the prizes, which he did, and prefaced that action by making a few remarks expressing his surprise that no controlling body was in existence in Queensland to govern cycling. A few days later a few cyclists waited upon him and made a request that he should place the idea of the objects of a Cycling Union before Brisbane cyclists.

A large meeting was held shortly after, in the Centennial Hall, when a resolution was carried "That it was desirable to form a union," and Messrs. Naylor, W. Holdstock, and C. A. Hawkins were empowered to draft the rules. These were placed before subsequent meetings, and carried into effect. The work done by the three gentlemen named may, therefore, be safely considered as the foundation of the union.

At this time Brisbane was in the throes of the great flood which had only a short time before created such havoc, but the wheels do not appear to have rusted much, and on the 29th March, 1893, the first annual general meeting was held. Mr. J. R. P. Adams was then elected hon. secretary, Mr. George Driver hon. treasurer, the Hon. A. J. Thynne president, and Sir Henry Norman patron. The vice-presidents were Messrs. E. J. Stevens, M.L.A., C. W. Lavarach, J. J. Kingsbury, and J. C. Beal. Mr. J. Naylor (now gone over to League ranks) was appointed the first permanent chairman of the Executive Committee, and Mr. C. A. Hawkins first chairman of the Council.

Contemporaneous with the idea of forming a union was that of forming a club for riders on the South Brisbane side of the river, and matters were brought to a head by the disappearance of the Victoria Bridge—washed away by the flood. Being thus cut off from the clubs on the north side, the South Brisbane wheelers were thrown upon themselves as it were. Several

meetings were held during February, 1893, which culminated in the formation of the now existing South Brisbane Cycling Club. The first general meeting was held at the Clarence Hotel on the 10th March, and the officers elected were: Patron, Hon. J. Donaldson; president, Mr. W. Stephens (now M.L.A. for the district); vice-presidents, Messrs. J. V. F. Francis, T. Heaslop, E. Baynes, P. C. Poulsen, the late Alderman A. F. Luya, M.L.A., and R. Newton; captain, Mr. Fred Batson; sub-captain, Mr. W. B. Mines; hon. secretary and treasurer, Mr. G. Driver; bugler, Mr. A. R. Bennett; the last three named to be delegates to the then forming Queensland Cyclists' Union; and committee, Messrs. W. A. Caflisch, C. Swensson, C. Parret, and F. Woodward.



MR. C. A. HAWKINS.

The year appears to have opened auspiciously with the Q.C.U., andon the 22nd April we find them holding their first opening run, which was quite a regal affair, surpassing many which have succeeded it. The starting point was Parliament House, where Sir Henry Norman, accompanied by Lady Norman and Miss Norman, delivered a brief and encouraging speech. The clubs turned out as follow:—Brisbane Bicycle Club, 25; Safety Club, 29; and South Brisbane Club about the same. There were also a good number of unattached riders and a sprinkling of ladies (who showed their earnestness by riding right through to Sandgate). The marshals of the procession were Messrs. J. A. Smith and R. Sandeman, and the way was enlivened by bugle calls from Messrs. A. R. Bennett and W. Maguire. A splendid dinner at the Sea View Hotel was presided over by the Hon. A. J. Thynne, who showed his interest by his presence and kind remarks. Mr. F. Empson, of the N.S.W. Cyclists' Union, was amongst the visitors.

The new body was soon in evidence on the track, and amongst the meetings run under their guidance during the year were the Eight Hour and Caledonian sports, Hospital Carnival, Ipswich C.C. sports, a combined meeting of the B.B.C. and S.B.C.C., the Foresters and the Hibernian sports. In May, 1893, an intercolonial agreement submitted by N.S.W. was agreed to by the Queensland body. (The Hospital sports above referred to were principally

notable for the fact that the cycling events were run on a flat cinder track, specially prepared, on the site of the present track. It was the first Hospital sports carnival held, the date being July 29th, 1893.)

On August 5th a test race was held on the Creek grounds to see who should have the honor of representing Queensland at the 12th intercolonial championship races to be held at Sydney in the September following. Mr. J. A. Smith, three miles champion of Queensland, was confidently looked to by the majority to secure the distinction, but fortune was against him, for in the 13th lap his front wheel touched the rear wheel of W. L. Nicklin's machine, and he fell heavily, Bob Sandeman accidentally adding insult to injury by riding over him and thus spoiling his own chance. The event resulted in a win for Nicklin, with Lou Isles a close second; and Nicklin therefore travelled to Sydney to represent the colony in the 5 miles championship of Australasia. This event resulted in a win for Willmot (of New Zealand), with Kerr (N.S.W.) second, and Nicklin and Lou Isles (of Queensland) in third and fourth positions. The time for the event was 15min. 1⅕sec. Several other Queenslanders were present at the meeting, and competed in handicap events. Lou Isles won a handicap of 3 miles from the 90yds. mark.

Of the local fixtures for the year by far the most important was the combined sports meeting under the auspices of the Brisbane Bicycle Club and the South Brisbane Cycling Club. The one and ten mile championships of Australasia were run at this meeting, but New South Wales was the only other colony to send representatives, their team consisting of W. L. Kerr, Alphonso Brown, S. I. Wyatt, M. Long, and T. Barkell (hon. secretary N.S.W.C.U.) The meeting was held on the 7th October, at Breakfast Creek, and the Governor (Sir H. W. Norman) attended with other prominent public men. Interest centred principally on the championship events, both of which were doomed to be carried from Queensland by Kerr, who scored the double, L. H. Isles running him a close second in the mile, the time for which constituted a record for the distance, being 2min. 30½sec., or 11½sec. better than the previous best time put up by Isles in the previous year. During the following week, however, Isles recaptured the record, riding against time, and doing it in ⅗sec. better than Kerr's time. J. A. Smith ran second to the successful visitor in the 10 miles event, which was done in 28min. 56⅕sec. Fred Beak ran second to Kerr in his heat in the 1 mile open handicap from 130yds., and was second in the final, won by M. Long (N.S.W.) Fred also ran a dead-heat for second place with George Ferguson in the ladies' bracelet, ½ mile, won by A. Brown (N.S.W.), an event made memorable because of the fact that it was the last appearance of Ferguson on his beloved wheel. During the following week this popular young rider was drowned in the

Bay, his body never being recovered. The combined meeting was an immense success, the attendance and the financial returns being large. Of the other meetings spoken of as having taken place during the year, there was nothing of sustaining interest.

During the year record certificates were granted by the Queensland Cyclists' Union to the following :—J. A. Smith, fastest time to Sandgate from Brisbane, 33min. 15sec., on June 3rd ; L. H. Isles, standing start track record ¼ mile, 36⅗sec.; October 9th, R. Sandeman, road record Brisbane Post Office to Ipswich P.O., 1hr. 17min. 15sec.

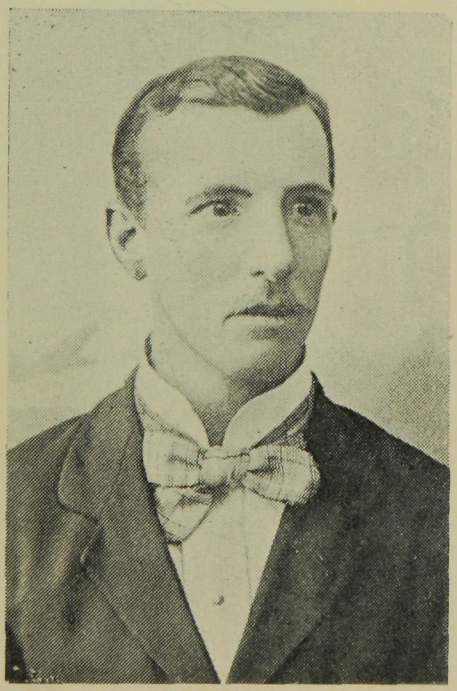
THE YEAR'S CHAMPIONSHIPS FOR 1894—

THIS year—1894—opened with the Union in a good position, and the various sports gatherings all had events carried out under its control, many of them, however, providing nothing of historic interest. At the annual meeting of the Queensland Cyclists' Union, Mr. P. C. Sapsford was elected hon. secretary (a position he has continuously occupied to the present day). Another team of Sydney riders, almost identical with that of the previous year, again visited Brisbane in July, the attractions being the second hospital sports carnival on the 7th and a championship meeting on the 14th. At the hospital carnival the plum for the visitors was a five miles invitation scratch race, which fell to W. L. Kerr, with L. A. Simpson second, and A. Brown third (all from N.S.W.) C. Stewart was the nearest Queensland rider, he securing fourth place. Time, 14min. 15⅗sec. The week following, at the Safety Club's championship meeting, the five miles championship—the feature of the meeting—fell to L. A. Simpson, the rider who had been selected by New South Wales to represent that colony here. W. L. Kerr, the victor of the previous Saturday, ran second; A. Brown (N.S.W.), third; and C. Stewart again honored his club, the B.B.C., with a fourth place, in front of the other Queenslanders. The time was 13min. 49⅘sec. The last mile of this championship event was cut out in 2min. 20sec. by the winner, who made the pace from the start and was never headed—a really marvellous performance considering that the track was practically level and had four awkward corners, one almost at right angles. The Exhibition track was specially gravelled for the hospital sports carnival this year, and it was partially banked a couple of years later.

An event of considerable interest, and which had almost been overlooked, took place in May of this year, namely, a cycle ride from Melbourne

(Victoria) to Brisbane (Queensland), over 1000 miles, which was accomplished in 14½ days by Mr. C. Stewart, the captain of the Brisbane Bicycle Club. Mr. Stewart was accompanied from Melbourne to Sydney by Mr. N. Clanting, captain of the Ashfield (N.S.W.) Bicycle Club, but from Sydney he completed the interesting journey alone.

The one and ten miles championships of Australia for the year were decided at Sydney in September, and on the 4th August the Queensland body held test races at the Exhibition to decide who should represent the colony. R. Sandeman won both the one and ten-mile events, C. E. Swensson and E. M'Caskie securing the places in the first event; time, 2min. 42⅗sec. In the 10 miles Swensson again filled second place; time, 28min. 17⅗sec. This latter was 39⅖sec. better than the previously existing best time. When Sandeman went to Sydney he was accompanied by the hon. secretary of the Union (Mr. P. C. Sapsford), E. M'Caskie, C. E. Swensson, and S. Sowden. The whole of the contingent were placed at a serious disadvantage owing to the fact that for some time prior to their departure rainy weather prevailed, thus preventing any training, and on their arrival at Sydney they found a similar state of things prevailing there. In consequence of this the first day's races, fixed for September 1st, had to be postponed for a week. On the 8th, however, the Sydney Cricket Ground saw the advent of our lads. The 10 miles championship fell to Jones, of New Zealand, with Kerr 2nd and M'Donald 3rd. Simpson and Kerr fell in the event, but Kerr was not hurt, and, remounting, secured his place. Simpson, however, had to be carried off the ground. Sandeman, who was all out of form and suffering from cold and a bad throat, could not do any good. The time for the event was 29min. 56sec. Percy Sapsford was the only Queenslander to succeed on this day, he securing second place in a mile handicap. On the following Saturday the one mile championship was won by Kerr, with Brown 2nd and Jones (N.Z.) 3rd. Queensland was out of it again, leaving the coveted honors once more to New South Wales. Time,



MR. PERCY C. SAPSFORD,
Hon. Sec., Q.C.U.

2min. 35sec. On the 20th of the following month—October—the 3 miles championship of Queensland was decided at the hospital sports, Exhibition Grounds, the winner being C. Stewart, with J. A. Smith 2nd and R. Sandeman 3rd; time, 8min. $3\frac{3}{5}$sec.

During the year record certificates were granted to F. H. L. Beak for a 100 miles track record, on Exhibition Ground, 16th March, 6hrs. 47min. 10sec.; J. A. Smith, road record Brisbane to Sandgate, 33min. 15sec.; L. A. Simpson, track record 3 miles, at Exhibition, 14th July, 7min. 39sec.; L. A. Simpson, 1 mile flying start track record, Exhibition, 14th July, 2min. $20\frac{3}{5}$sec.; R. W. Sandeman, 10 miles track record, Exhibition, 14th August, 28min. $17\frac{2}{5}$sec.

In this year a visit was received from the hon. secretary of the N.S.W. Union, Mr. F. S. Passau, a gentleman who made himself exceedingly popular during his stay, and who expired shortly after his return to Sydney.

During 1894 the Rockhampton amateurs became affiliated with the Union.

THE YEAR 1895—

Queensland Secures Australasian Championships.

THE year 1895 was a momentous one in the history of amateur cycling in Queensland, witnessing as it did the capture of Australasian championship honors for the colony. On the 22nd June a big championship carnival was opened, at which, under the conditions of the reciprocity agreement between the colonies, two Australasian championships were decided. At this meeting Messrs. C. Cameron, A. Brown, L. P. Purnell, T. Fitzpatrick, and A. E. Wearing represented New South Wales, Mr. P. E. Marsden Tasmania, and Mr. F. Robinson Rockhampton. Mr. C. A. Hawkins acted as judge, Mr. T. S. Pratten as starter, and Mr. W. Holdstock as handicapper. After a spirited race, the 1 mile championship of Australasia fell to Carl E. Swensson, with C. Stewart 2nd and T. Fitzpatrick 3rd; time, 2min. $41\frac{4}{5}$sec. Great enthusiasm was displayed over this win, and the captor of the first Australasian honors for Queensland was carried shoulder high from the enclosure. The race was run in two heats and a final. Four started in the latter, R. Sandeman being the fourth man. The 3 miles championship of Queensland was secured by J. A. Smith, with R. Sandeman second, from five starters; time, 8min. 54sec. June 29 was the second day of the meeting, the attractions for this being the 1 mile championship of Queensland and the



Mr. J. A. SMITH,

Queensland and Australasian Champion.

10 miles Australian championship. Both events fell to the share of J. A. Smith, who covered himself and the colony with glory by his riding. In the Queensland championship, C. Stewart was second, Robinson and Sandeman being the other starters; time, 2min. $2\frac{3}{5}$sec. In the 10 miles Australasian championship, C. E. Swensson rode second to Smith, R. Sandeman third; time, 25min. $12\frac{1}{5}$sec. This was probably the first race in which multicycle pacing appeared, Messrs. F. Beak and H. Knight-Eaton taking the field along on a tandem. Purnell, of N.S.W., fell in the race, and Fitzpatrick went over him, the heap causing Wearing and Brown to ride off on to the grass to avoid a fall, and this no doubt interfered with their respective chances. This meeting was run off upon the Exhibition track, and was witnessed on both days by large gatherings of the public. The times in the Australasian championships both stood as records for Queensland.

The five miles championship of Australasia was run at Sydney this year, and when the victories gained by Mr. J. A. Smith during the year are considered it was not surprising to see that gentleman asked to represent Queensland in that event. The date of the event was October 7th. The Queenslander did not ride up to previous form, and the race went to W. Reynolds, of Auckland (N.Z.), with M'Donald, of N.S.W., second; time, 12min. $59\frac{2}{5}$sec.

The five miles championship of Queensland was competed for at Rockhampton in December of this year, and was won by Ben Goodson, who made his first entry into the ranks of champions. How he has since gone on until he attained the position of amateur champion of Australasia and was twice selected to represent us in foreign parts is a matter of common knowledge.

Prior to December, however, Messrs. A. V. Dodwell, E. M'Caskie, G. Driver, and C. E. Swensson, most of whom, particularly M'Caskie, had distinguished themselves in handicap events, paid a visit to Sydney, and represented Queensland at the Sydney Bicycle Club's championship meeting on the 7th September and at the Forest Lodge Harriers' meeting on the following Saturday. They were not successful, however, in capturing anything of note. Several other of our cyclists went with those mentioned, but for a holiday trip only, and they did not compete in any of the races.

In October of this year Messrs. C. Musgrave, W. Holdstock and G. Ballard, all prominent members of the Safety Club, journeyed overland to Sydney per bicycle, and, after a wet and trying journey, during which they were lost in the ranges, they made Sydney without any broken bones, the trip taking nine days, two of which were, however, spent in Armidale awaiting the arrival of some new tyres.



Mr. CARL SWENSSON.

1 Mile Australasian Champion, 1895.

The early days of the League of Queensland Wheelmen, their championship carnivals, the advent of champion Bob Walne, the visit of Zimmerman, and other matters of like nature and importance occurring about this time or a little earlier, will have to be kept back for some future work dealing with the professional athletics of Queensland.

The amateur records for which Union certificates were granted during 1895 were:—J. A. Smith, road record Breakfast Creek to Sandgate, June 1st, 32min. 12sec.; 1 mile standing start track record, June 29th, 2min. $24\frac{3}{5}$sec.; 10 mile track record, June 29th, 25min. $12\frac{3}{5}$sec. L. P. Purnell, 1 hour track record, July 16th, $21\frac{3}{4}$ miles 348 yards 1 foot 9 inches. C. E. Swensson, road record Shafton Hotel to Wynnum, 32 minutes. G. Mohleisen, road record Brisbane G.P.O. to Warwick G.P.O., $15\frac{1}{4}$ hours. R. W. Sandeman, road record Brisbane (Snow's house) to Cleveland (Fogarty's store), 1 hour 2min. 10secs.

THE SPREAD OF CYCLING—

Champion J. A. Smith further distinguishes himself—Ben Goodson selected for English Championship Meeting.

THE year 1896 was a most momentous one in many respects. During this year the cycling movement continued to extend, until scarcely a town of any importance but could boast of its cycling body. With the exception of Rockhampton, however, these bodies went on cash lines, and excepting in the North they affiliated with the League of Queensland Wheelmen. The real reason of this no doubt was to be found in the cost of purchasing and maintaining machines, rather than from any desire to make money out of the sport. The young men who comprise the members' list of our League and its branches obtain their livelihood by other means than the wheel and they are glad of the cash prize simply as an assistance in defraying the expense. Though they must perforce come under the heading of professionals, they are not professionals in the full meaning of the term. It was mainly from these pecuniary reasons too that amateurs now and again were to be found going over to the League. During this year touring began to take a firm hold, and many accounts of pleasant rides from the main cities to the outlying towns and districts are to be encountered. Many ladies too began to be observed taking their outings on the wheel, and the opening up of new cycle businesses resulted in an additional booming of the sport. Yet another amateur club was formed in Rockhampton, viz.: The Union Bicycle Club. The first important fixture for the



CHAMPION R. H. WALNE.

The Australian Champion Professional cyclist, Bob Walne, has been such a brilliant light in his particular sphere that it is perhaps unnecessary to apologise for having so far outstepped the strict amateur limits of this work as to place him before the readers of *Athletic Queensland*. This Queenslander is even now in his zenith, and it is unnecessary to say more than that Queensland is proud to possess in him an athlete in every way an ornament to his adopted profession.

year was the opening run and dinner of the Q.C.U., which took place on the 25th April. Government House was, as usual, the rendezvous, and His Excellency Lord Lamington made his appearance amongst the cyclists, himself mounted on a wheel. Some 160 cyclists, including over a score of ladies, took part in the run to Sandgate, where an excellent dinner was partaken of at the Town Hall. The president of the union, the Hon. A. J. Thynne, occupied the chair. Handicap events under the Q.C.U. rules were run at the St. Patrick's sports on the 17th March and the Eight Hour sports on the 1st of May, but nothing of a particularly interesting nature occurred.

On the 25th July the Hospital Sports took place at the Exhibition, at which representatives of New South Wales and Victoria competed with the Queensland riders, the latter having their numbers augmented by representatives from Rockhampton. The feature of this meeting was a ride against time by J. A. Smith, who with the assistance of a triplet, from a flying start, placed the Queensland amateur records at 29$\frac{2}{5}$secs., for the $\frac{1}{4}$-mile, and 60$\frac{2}{5}$secs., for the $\frac{1}{2}$-mile.

On the 28th July Mr. P. E. Marsden, of N.S.W., put up an hour record on this track, for which a Q.C.U. record certificate was issued, the distance covered in the hour being 24 miles 1640yds.

On the 1st August a combined amateur sports carnival was held under the government of the amateur cycling and athletic bodies. At this meeting B. Goodson and J. Howard of Rockhampton, E. B. Kershaw and P. E. Marsden of New South Wales, and G. J. Turner, W. Sawyers, D. J. Parkinson and L. T. Gillespie of Victoria, competed. The Turner in question was a 19 year old son of the Premier of Victoria, the Right Hon. Sir Geo. Turner, K.C.M.G. Ben Goodson at this time was just 18 years old. The principal event of the day was the 5-mile amateur championship of Australasia, in which our colony, as represented by J. A. Smith, proved victorous; G. J. Turner, Vic., obtained second place, and P. E. Marsden, N.S.W., third. Time, 11min. 59secs. The other starters were: L. T. Gillespie, Vic., C. E. Swensson, Q., E. B. Kershaw, N.S.W., and B. Goodson, Q. Aided by triplets Smith succeeded in lapping the others when half the distance was covered. As Smith came at the finishing post Goodson came with a beautiful dash and crossed the line two inches in front. Forgetting that he and the others were a lap behind they all sat up until the cries of the officers informed them of their mistake and a race around for second place resulted as stated. At this meeting a $\frac{1}{2}$-mile handicap was won by S. H. McCarrol, 110yds, with A. V. Dodwell, 50yds, second, and R. Wilson, 110yds, third. Time, 1min. 4$\frac{2}{5}$secs. A 1-mile roadster handicap was won by H. B. Gray, 100yds, with A. Winship, 180yds, 2nd:

and R. Wilson, 180yds, 3rd. Time, 2min. 17⅖secs. A 1-mile open handicap fell to R. Curtis, 160yds, with Percy Fowles, 120yds, 2nd ; and E. E. McCaskie, 40yds, 3rd. Time, 2min. 17⅖secs. H. B. Gray won a 3-mile handicap from 250yds, Ben Goodson, 60yds, being 2nd; and E. B. Kershaw, 120yds, 3rd. Time, 7min. 32⅕secs.

At about this time the idea of having Australian representatives at the English Championship Carnival to be held in 1897 took definite shape and a series of test races were arranged to take place in October 1896, at Sydney, to decide who should bear the honor. The amateur cyclists of Queensland were now generally recognised as on top of the Australian heap and so the colony had to be represented in these races, if the best was to visit England. The Q.C.U. at first selected Messrs. J. A. Smith and Carl Swensson to represent Queensland in the test races, but as it was uncertain whether Smith would be able to go, the Rockhampton champion Ben Goodson was nominated in his place. Finally Mr. Smith was able to go and so Queensland had three representatives in the test races. These events took place on the 3rd and 5th October. Goodson won the 5-mile test race on the first day in 13min. 41⅘secs., with F. G. Simpson, N.Z., and W. L. Kerr, N.S.W., in the places. In the ½-mile F. G. Simpson, N.Z., beat J. A. Smith, Q., by a few inches, W. L. Kerr, N.S.W., being 3rd. Time, 1min. 16⅘secs. In a 1-mile championship event Smith again had the misfortune to be beaten, by a wheel only, his victor being W. L. Kerr and J. C. Cameron, N.S.W., was 3rd. Time, 2min. 30⅖secs. The 10-mile championship fell to Ben Goodson, Simpson 2nd, J. A. Smith and Cameron a dead heat for a close 3rd. Time, 28min. 36secs. A 3-mile test race run on the first day was won by Simpson with Kerr 2nd, but the committee were not satisfied with the way it was run and ordered it to be run again on the second day. Simpson declined to start and Kerr started under protest. The event fell to Goodson, with J. A. Smith 2nd and Kerr 3rd. Time, 8min. 3sec. The count up of the points left Goodson the selected one to go to England, and as is generally known he went, but not with any great success, mainly because of the climate not agreeing with him. On the second day of the test races at Sydney, D. Fraser, of Rockhampton, Queensland, won a ½-mile open handicap and Carl Swensson finished second in a 3-mile open handicap. Mr. J. A. Smith was second to Goodson in the number of points scored in the test races.

During this month, October, a weekly journal devoted to amateur cycling interests was published under the title of the *Queensland Wheel*. Mr. Victor Swensson, a brother of Carl Swensson, was the main factor in this, and for a time the paper flourished. Later on a rival called the *Queensland Wheelman* appeared. The latter was subsequently incorporated with

the former, and at a still later period, early in 1898, both were merged in the *Queensland Sportsman*. It was in the latter part of 1897 too that the idea of taxing cycles was mooted, but such an outcry was raised against it that the matter dropped.

On the 9th November, 1896, a big meeting was brought off at Rockhampton, where a decided impetus had been given to the sport by the successes of the local champion Ben Goodson. A mile championship of Queensland was competed for and the honor was added to those already won by Goodson.

In the following month, December, those sterling handicap riders Messrs. P. Dowd, A. V. Dodwell, and R. Kennedy, went to Sydney and took part in an amateur meeting held on the 12th and 19th of the month. They were not very successful, however. A big feature of the meeting was a 5-mile intercolonial scratch race, which fell to J. C. Cameron, with C. H. New 2nd and L. Gillespie 3rd. Time, 13min. 21⅕secs. In an intercolonial team race the Queensland team, composed of the three riders previously named, ran third, the New South Wales and Victoria teams being first and second respectively.

During this month Messrs. E. Lloyd, a prominent Brisbane musician, and R. Preston rode overland to Sydney—an eventful trip, which is not described at length owing to want of space. Mr. Preston expired shortly after. On the 12th of the same month Mr. R. Porter, one of the masters of the Brisbane Grammar School and an ardent cyclist, also started to cycle to Sydney overland. His trip proved an eventful one and an accident to his machine compelled him to do they last few miles by train.

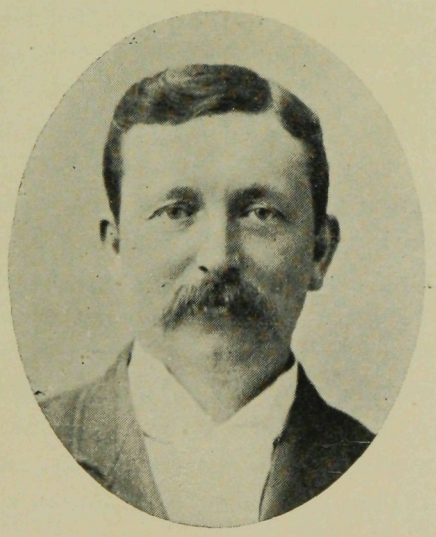
THE YEAR 1897—

Opening of the Brisbane Cricket Ground—A Visit from the Southern Cracks, Messrs. Park and New—Mr. J. A. Smith earns further distinction.

IN the opening months of the year 1897 we find the various sports gatherings putting on their usual programme of amateur cycling handicaps amongst the other events, but there was nothing of a striking nature, excepting, perhaps, that at the May Day sports Mr. J. Rees (then untried) gave promise of what was in him by winning both the amateur events, over one and three miles.

On June 1st the first bicycle race was run on the Brisbane Cricket Ground at Woolloongabba, the new gravel track being at the time in not quite the good condition it has since been brought to. The race was run

during a break in the progress of a football match, the distance being one mile. J. Rees and W. Dowd ran a dead-heat for first place, and Harry Brandt (who during the next year shone out as a champion road rider) was third. The veteran W. Nicklin officiated as judge for the event, and the time was given as 2min. 28⅘sec. Messrs. Rees and Dowd were each made life members of the ground in memory of the event. On the 19th of the same month the ground in question was to have been opened with a grand Jubilee meeting, but owing to bad weather this had to be postponed till the 26th. The programme took the form of a combined football and cycling meeting, both cash and amateur riders being provided for. Of the amateur events, the half-mile handicap was won by P. B. Swensson (or "Barney," as he is familiarly known). In "Barney" Queensland possesses a rider of somewhat unique qualities, for misfortune has robbed him of one of his feet. He has won many handicap events, both on track and road, since the one in question, but he has not done it, as some southern journals have stated, "with one foot and a swinger." Surgical skill has come to his aid, and the missing foot has been replaced with one composed of wood. When seen on foot, it is not hard to guess that there is a defect in "Barney's" understandings, but when mounted there are few who would perceive anything wrong unless their attention happened to be drawn to it. The men who finished behind the timber-toed hero on this occasion were J. C. Minnis second and A. V. Dodwell third. Time, 1min. 6½sec. A 3-miles handicap on the same day was won by W. Dowd, with Carl Swensson second and A. V. Dodwell third; time, 7min. 29⅖sec.



MR. J. H. FORREST,

Chairman Brisbane Sports Ground Committee.

It was about the opening of this season that a combination amongst the ladies first came under notice, and the Brisbane Ladies Bicycle Club and the Queensland Ladies Cycling Club were successively formed. They have both flourished since, and each season sees them carrying out programmes and social outings which are at once sources of pleasure to themselves and the friends they invite.

With the opening of the 1897 season, too, a cycling club was formed at Thursday Island, where the sport has since become firmly established.

The Brisbane Cricket Ground was made the scene of a big amateur Australasian cycling championship carnival on 31st July and 7th August of this year, the Governor (Lord Lamington) and suite being present. A few accidents of a minor nature took place, but nothing serious. Several intercolonial visitors were present to compete—namely, Messrs. W. L. Park (Vic.), C. New, O. Bell and C. Foster (N.S.W.)—and also Mr. A. Beal, from the Rockhampton centre. Two Australasian championships were decided at the meeting. The results of the first day's racing were as follow:—Novice mile: H. Brandt, 1st; A. Balding, 2nd; E. J. Matthews, 3rd; time, 2min. 35⅕sec. Half-mile open handicap: W. L. Park, sc., 1st; J. Nuttall, 70yds., 2nd; S. H. M'Carrol, 55yds., 3rd; time, 1min. 4⅖sec. 1 mile Australasian championship: J. A. Smith, Q., 1st; F. Smith, Q., 2nd; A. V. Dodwell, Q., 3rd; time, 2min. 31sec. Park, Bell, New, Foster and Beal were amongst the starters, but Park and New fell. A 2-miles open handicap fell to S. H. M'Carroll, 130yds.; G. Simpson, 150yds., 2nd; J. Nuttall, 160yds, 3rd; time, 4min. 49⅗sec. A 5-miles scratch race was won by C. H. New, with the brothers J. A. and F. Smith second and third respectively; time, 13min. 0⅘sec. The multicycle race was won on a triplet by Swensson, Dowd and Brandt. On the second day a head wind interfered with the times of the races. Results:—mile roadster handicap: J. Carey, 140yds., 1st; A. S. Ive, 130yds., 2nd; P. C. Sapsford, 120yds., 3rd; time, 2min. 25sec. One mile invitation scratch race: W. L. Park, Vic., 1st; J. A. Smith, Q., 2nd; C. H. New, N.S.W. 3rd; time, 2min. 49sec. Lap Handicap (⅓ mile): Park, sc., 1st; O. H. Bell, 15yds., 2nd; A. V. Dodwell, 15yds., 3rd; time, 42⅕sec. 1 mile open handicap: J. Nuttall, 90yds., 1st; G. Meahn, 50yds., 2nd; S. H. M'Carrol, 80yds., 3rd; time, 2min. 18½sec. 10 miles Australasian championship: W. L. Park (Victoria), 1st; C. H. New (N.S.W.), 2nd; F. Smith (Queensland), 3rd; time, 27min. 0⅘sec. There were seven competitors for this honor, including J. A. Smith, who lost his chance through falling. A half-mile team race was won by the Brisbane Bicycle Club, their representatives being J. A. and F. Smith, A. E. Grimley, and A. V. Dodwell. A 3-miles open handicap was won by J. A. Smith, sc, with C. H. New, sc., 2nd, and G. Foster, 180yds., 3rd; time, 7min. 30sec.

On the 11th September the Brisbane Bicycle Club held a meeting, at which the one mile championship of Queensland was decided. This race fell to the Australasian champion, J. A. Smith, with the brothers P. and W. Dowd in the places; time, 2min. 31sec. C. Swensson finished fourth. F. Smith, who was amongst the starters, fell early in the race. A 5-miles intercolonial scratch race was also won by J. A. Smith, with F. Smith second, and C. E. Swensson third. The Dowd brothers and M'Carrol also started. Time, 13min 34⅕sec. This meeting was badly attended, and was the last held under B.B.C. auspices.

During the month of September the Brisbane Safety Club was thrown into a state of gloom by the sad death of three of its members, namely, Messrs. Fred and Willie Slawson and F. M'Cabe, who perished in the Zenobia disaster.

In November the Rockhampton centre ran a two days meeting on the 6th and 9th. At this meeting Brisbane was represented by Messrs. C. E. Swensson, J. Rees and A. V. Dodwell. Mr. P. C. Sapsford, hon. secretary Q.C.U., was also amongst the visitors. The lion of Rockhampton, Ben Goodson, also returned from his trip to England in time to compete at this meeting. Ben succeeded in upholding the honors of his town by winning the 3 miles championship of Queensland, Carl Swensson being second. J. Rees won the 2 miles Union handicap. A. V. Dodwell received a nasty fall on the first day of the meeting, and this doubtless accounted for the fact of his not distinguishing himself in any of the events. These sports were held on the ground of the Central Queensland Rugby Union, upon which a new cycling track had been newly laid, which was pronounced by experts to be second to nothing in Queensland.

During the season 1897 a further progressive move was made by the Queensland Cyclists' Union, a touring branch being formed, under the control of a special touring committee, with Mr. Harry Brandt as hon. secretary.

THE YEAR 1898 –

Progress of the Union—New clubs formed—Queensland the Australasian premiers.

THE cycling season of 1898 was practically opened, as usual, with the St. Patrick's Day meeting on the 17th March, when A. J. Coren made quite a brilliant debut by winning the ½-mile handicap from 60yds., the 1-mile handicap from 85yds, and the 3-mile handicap from 200yds. P. B. Swensson, 110yds, and G. E. Smith, 90yds, filled the places in the ½-mile. Time, 1min. 4⅕secs. In the mile Smith, 160yds, was second and Swensson, 200yds, third. Time, 2min. 15½secs. In the 3-mile race S. H. M'Carroll, 135yds, was second and R. H. Wilson, 180yds, third. Time, 7min. 24⅗secs. A shower of rain through the day caused the track to be slower than the times make it appear to have been. Coren's performance of the hat trick placed his name in everyone's mouth and greater things were expected of the Queen Street dentist. He shortly afterwards went over to cash ranks, and going south rode at several big meetings without success.

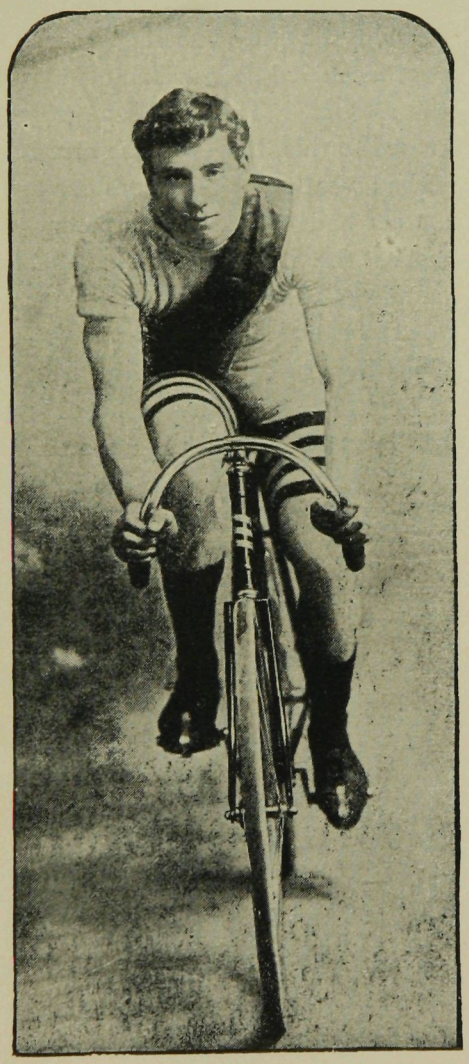
At the Ambulance Brigade Sports on April 30th, Alex. V. Dodwell, now manager of the Massey Harris bicycle depot, in which business he has been a most pronounced success, made a decided impression by getting away with the ½-mile handicap from 30yds in 1min. 5secs., and also the 3-mile handicap from 95yds in 7min. 45⅗secs, The places in the first named were filled by E. A. Burstall, 60yds, and A. S. Ive, 55yds, and in the second event by S. H. M'Carroll, 75yds, and J. Nuttall, 125yds. Alex did not show out as prominently again owing to the fact that he three times met with accidents which resulted in fractures of his collar-bone.

Coming to the next month the work of the touring branch became apparent in the arrangements of a century run which took place on the 24th May. This was the first event of the kind run in Queensland, and through an unfortunate misunderstanding, into the details of which it is unnecessary to go, it has not since been repeated, but this no doubt will be overcome in future years. On the occasion in question 34 members took part in the run and entitled themselves to special badges. On the same day a party of ladies, members of the Brisbane Ladies Club, went for a run of 50 miles, which was successfully negotiated.

The next big feature was an Amateur Championship Cycling and Pedestrian Carnival under the combined management of the Queensland Cyclists Union and Queensland Amateur Athletic Association, which took place on the 23rd July at the Brisbane Cricket Ground. The success of the meeting was materially interfered with by a bleak westerly wind accompanied with showers, and this no doubt was answerable for the fact that the meeting proved a financial failure, successful though it undoubtedly was from a sporting standpoint. The following were the cycling races and the results :—½-mile handicap—F. W. Rickards, 50yds, 1st ; F. W. Nissen, 100yds, 2nd ; J. White, 100yds, 3rd. Time, 1min. 6secs. 1 mile Australasian cycling championship—B. Goodson, Q., 1st ; C. H. New, N.S.W., 2nd; W. L. Park, Vic., 3rd. Time, 2min. 4secs. Goodson won fairly easy, riding a machine geared to 84. Among the other intercolonial competitors were A. J. Longmuir and J. McGregor of New South Wales. 1 mile handicap—F. Burstall, 100yds, 1st ; R. D. Kennedy, 65yds, 2nd ; C. E. Williams, 100yds, 3rd. Time, 2min. 18secs. Three-mile invitation scratch race—B. Goodson, Q., 1st ; A. J. Longmuir, N.S.W., 2nd; C. H. New, N.S.W., 3rd. Time, 7min. 46$\frac{1}{10}$secs. Won by 40 yards. W. L. Park, Vic., was amongst the competitors. Cyclist *v.* pedestrian—This was a 100 yards contest and created a deal of interest. C. H. New was the cyclist and J. Burton, Queensland champion 100 yards, the pedestrian. New won by 2 yards in 9⅗secs. 3-mile bicycle handicap—A. J. Longmuir, N.S.W., 45yds, 1st ; F. W. Rickards, 150yds, 2nd ; E. A. Burstall, 200yds, 3rd. Time, 7min.

30⅕secs. His Excellency Lord Lamington and party were present at the meeting, His Lordship starting the race for the mile Australasian championship. The joint hon. secs. of the meeting were Messrs. J. J. Shannon, Q.C.U., and G. B. Smith, Q.A.A.A., and the judge was Mr. C. A. Hawkins. Mr. Smith has since taken up his residence in Sydney, his departure being a loss to amateur athletics in Queensland.

On the 30th of the same month the Hospital Carnival was held. Messrs. B. Goodson, Q., C. H. New, N.S.W., and W. L. Park, Vic., were amongst the competitors. Half-mile handicap—F. W. Rickards, 35yds, 1st; B. Goodson, sc., 2nd; R. Harper, 70yds, and F. W. Nissen, 80yds, dead heat. Time, 1min. 3 7/10secs. 1-mile handicap—E. W. Brown, 85yds, 1st; W. Dowd, 85yds, 2nd; E. A. Burstall, 65yds, 3rd. Time, 2min. 17⅗secs. 1-mile intercolonial scratch race—C. H. New, N.S.W., 1st; B. Goodson, Q., 2nd; C. E. Williams, Q., 3rd. Time, 3min. ⅖secs. 3-mile handicap—W. Dowd, 200yds, 1st; G. Simpson, 200yds, 2nd; R. Wilson, 200yds, 3rd. Time, 7min. 18⅕secs. 5-mile handicap—E. A. Burstall, 265yds, 1st; R. Wilson, 335yds, 2nd; F. W. Rickards, 240yds, 3rd. Time, 12min. 10secs.



MR. BEN GOODSON,
Australasian Champion.

In September a team went from Queensland to represent the colony at the Amateur Championship Meeting held on the 17th of the month. The party consisted of Messrs. B. Goodson, F. W. Rickards, E. A. Burstall, A. S. Ive, J. Nuttall and A. V. Dodwell. With the assistance of champion Ben, Queensland was well to the fore at this meeting. The results of the events in which they figured were as follows:—1 lap invitation scratch race—W. L. Park, Vic., 1st; B. Goodson, Q., 2nd. Time, 37½secs. ½-mile open handicap—Dodwell, 35yds, Burstall, 40yds, and Ive, 21yds, each won their heat but were unplaced in the final. 2-mile open handicap—Burstall ran unplaced in the final. 10-mile amateur championship of Australasia—B. Goodson, Q., 1st;

A. J. Longmuir, N.S.W., 2nd; C. H. New, N.S.W., 3rd. W. L. Park, Vic., and F. W. Rickards, Q., were amongst the starters. Goodson won the last event with ease, finishing 6 lengths in front. Time, 25min. $\frac{1}{5}$secs. In an intercolonial team race the Queensland team finished rather ingloriously fifth.

In order to fittingly close the season and also with a view to squaring the loss on the July meeting the Q.C.U. and the Q.A.A.A. combined to run another mixed pedestrian and cycling meeting at the Exhibition Grounds on the 1st Oct. The ill-fortune which had marked the previous meeting was continued to this, however, the meeting having to be postponed until the 8th owing to bad weather. This, combined with the fact that the work of wood-paving the streets had caused a temporary interruption of the tram service, militated against the financial success. The cycling events resulted as follows :—$\frac{1}{2}$-mile handicap—C. Gregory, 80yds, 1st; C. H. Benjamin, 60yds, 2nd; A. S. Ive, 70yds, 3rd. Time, 1min. $\frac{3}{5}$secs. 5-mile championship of Queensland—B. Goodson, 1st; F. W. Rickards, 2nd; F. Smith, 3rd. Time, 14min. 37secs. 1 mile handicap—C. Pond, 135yds, 1st; A. S. Ive, 115yds, 2nd; W. H. V. Joyner, 135yds, 3rd. Time, 2min. 13$\frac{3}{5}$secs. Club team race—South Brisbane Club, 22 points, 1st; Brisbane Safety Club, 25 points, 2nd; Brisbane Bicycle Club, 31 points, 3rd. 3-mile bicycle handicap—B. Goodson, sc., 1st; C. Pond, 330yds, 2nd; R. Wilson, 160yds, 3rd. Time, 7min. 4secs. Ladies' floral display, competitors to ride twice round the track—Miss Cummings, 1st; Mrs. Howling (hon. sec. Brisbane Ladies' Club), 2nd. These events were started by Mr. T. S. Pratten, of the Railway Department, with Mr. P. C. Sapsford, hon. sec. Q.C.U., as judge. The five mile Queensland championship was the last event of the day and is the last which Goodson has so far won on his native Queensland soil, as he received an appointment shortly afterwards in the Sydney office of the Massey-Harris Company and repaired to that city, which has since been his headquarters.

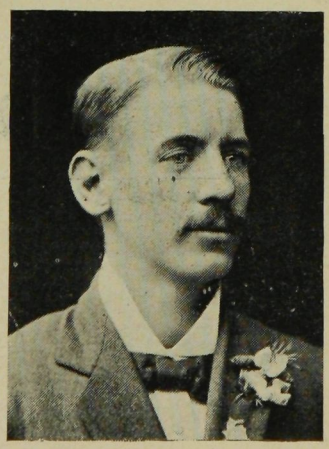
During this year a fresh reciprocity agreement was entered into between Queensland, New South Wales, and Victoria, under which it was arranged to hold Australasian championship events in each centre. Under this the five-mile Australasian championship was run at Melbourne and was won by the New South Wales champion C. New. B. Goodson represented Queensland in this event. During this year also the amateur movement spread to Toowoomba, Maryborough, and Ipswich. The original club at the latter town had by this time died and a new one was formed. These clubs will no doubt, with a little encouragement, throw in their lot with the Q.C.U. At the close of the year the strength of the various affiliated clubs had grown considerably, the total number of members being 324, and as the unattached and lady riders would probably amount to as many more, one can appreciate the growth which cycling had made during the years that had elapsed since the old ordinary was

first introduced into Queensland. The touring branch during this year made arrangements for a uniform hotel tariff with the leading hotels in all the districts in southern Queensland most frequented by cyclists. Strong in numbers and with the honors of the premier position in the matter of Australasian championships thick upon them, the year 1898 closed auspiciously on the amateurs of Queensland.

THE YEAR 1899—

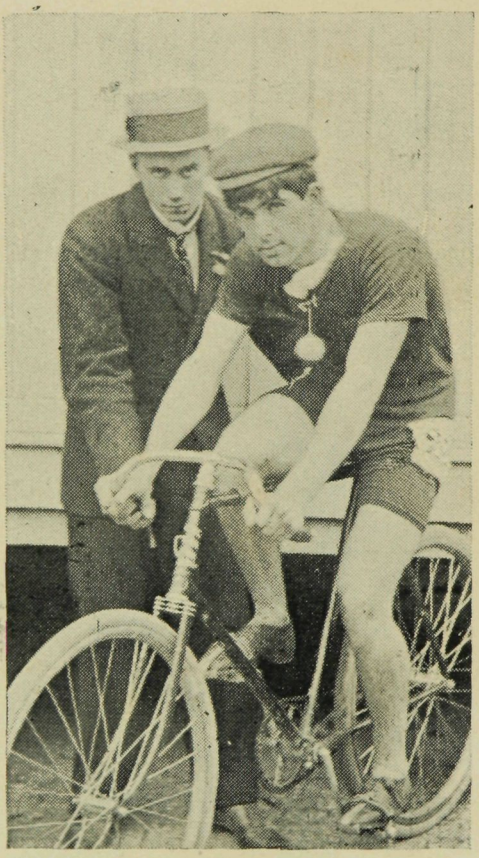
Rickards and Benjamin Champions of Track and Road—Goodson at Montreal—Some more New Clubs.

COMING to the present and what must be the concluding year as far as this work is concerned, nothing of any note transpired until April, when the first meeting of the delegates appointed by the clubs to the Council of the Queensland Cyclists' Union was held. At this meeting a new club was represented, St. Mary's Gordon Club having formed a cycling branch and obtained affiliation. This example has been followed by the cycling branch of the St. Andrew's Gordon Club, and it is considered almost certain that the opening of the next season will see the Church Institute doing likewise. At the council meeting under notice the Q.C.U. were called upon to find a substitute for Mr. C. A. Hawkins, the gentleman who had so ably and honorably filled the position of chairman since the inception of the Union. That Mr. Hawkins resigned his position with regret there can be no doubt, but a matrimonial engagement made it necessary, and Mr. R. S. Ross was accordingly appointed to the vacant chair. Mr. Hawkins was unanimously elected to the position of vice-president of the Union, and as a small token of the regard which his disinterested labors had awakened he was made the recipient of a very handsome wedding present. In addition to Mr. Ross, the offices of the Union were filled in the following order:—Mr. P. C. Sapsford, hon. general secretary; Messrs. C. Musgrave and C. H. Briggs were elected to the executive committee with the *ex-officio* members; Messrs. Shannon, Briggs and Morgan were appointed a records committee, and Messrs. Corbett, Brown, Gregg and Walker a touring committee.



MR. R. S. ROSS,
Chairman, Q.C.U.

At the Ambulance sports on the 15th April there were two amateur events decided, the results being:—Half-mile handicap: A. V. Dodwell, 30yds., 1st; C. H. Benjamin, 35yds., 2nd; W. Munro, 60yds., 3rd; time, 1min. 4sec. 3 miles handicap: A. Priest, 180yds., 1st; W. H. V. Joyner, 220yds., 2nd; S. C. Learmouth, 220yds., 3rd; time, 7min. 32½sec. The public discovered a trio of new and promising riders at this meeting in Benjamin, Priest, and Learmouth, the latter being the captain of the Gordon Club and the pride of its members. Benjamin has since won fame on road and track, as the records will show.



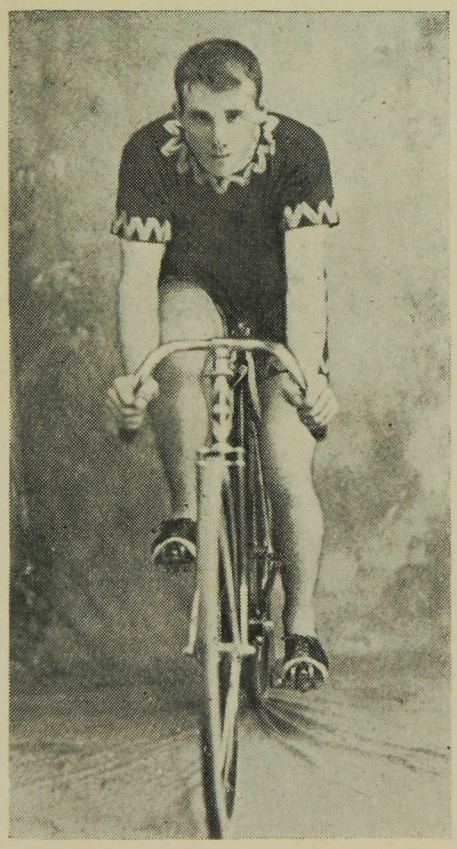
MR. C. H. BENJAMIN,
Road Champion, 1899.

On the 22nd April Ben Goodson evidenced the fact that he could ride on the road as well as the track by winning the Sydney Club's road race over 4⅜ mile in 10min. 24sec. In the following month a series of test races was run at Sydney to decide who should represent Australia at the world's championships held at Montreal in August. Goodson won the test events and was accordingly sent to Canada. At the Montreal meeting Ben ran second to Nelson, of Chicago, in the 100 kilometres race, and won a 5 miles handicap against the world's best, besides getting placed in other events. He subsequently won the half-mile and third-of-a-mile championships at the Grand National championship meeting held at Boston, U.S.A., and was placed 1 and 5 miles championships. At this latter meeting, too, behind motor pacing, the Queenslander put up a world's amateur record by riding 1 mile in 1min. 27sec. How the champion subsequently returned to Queensland just in time to hear of his father's death is well and sorrowfully known.

On the 5th August a road-race to Sandgate was won by P. B. Swensson, his riding time being 37min., which, though slow, was particularly good in consideration of the fact that "no end of rain" had fallen before and during the afternoon. On the following Saturday (August 12th) a race for the amateur road championship for the year was run over a course about 22

miles in length, starting from Wooloowin and proceeding viâ Bald Hills and Sandgate to Hamilton. The first men home were: C. H. Benjamin, B.B.C., 1st; R. Wilson, S.C., 2nd; F. W. Rickards, S.C., 3rd; A. V. Dodwell, B.B.C., 4th. Won by a wheel only, the same distance separating the third and fourth men; time, 1hr. 5min. 55sec. Benjamin thus became champion for the year. The conditions of the race were—six men aside from the three senior clubs; the points resulted in the B.B.C. being declared the winning team.

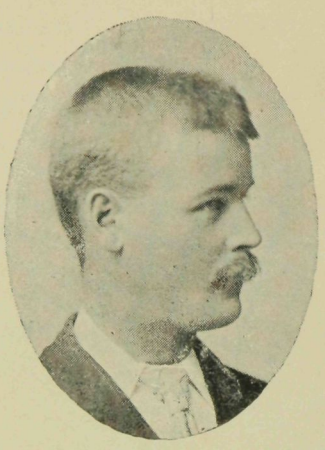
A feature of the season throughout has been a growth of good feeling between the amateur and cash bodies, resulting in a deal of co-operation in the arrangements for the various road and social fixtures which marked this year in common with those immediately preceding it. This culminated in the League putting on two races for amateurs at their big winter carnival, which took place on the 19th and 26th August, a 2 miles handicap being won by C. H. Benjamin from 40yds., and a mile handicap by F. W. Rickards (of the Safety Club) from scratch, a position which he has occupied invariably throughout the season.



MR. F. W. RICKARDS,
Track Champion, 1899.

On the 20th September a test race was run off on the Exhibition track for the purpose of deciding who should represent Queensland in the race for the 5 miles championship of Australasia. As had been expected, the result was an easy win for Rickards, who was the only one capable of holding the pace provided by a quad. Rickards went to Sydney, and on the 30th September he ran fourth in the 5 miles championship, C. A. Cameron and A. J. Longmuir (both of N.S.W.) being first and second respectively. The time for the event was 14min. It was a loafers' race, the only work being done in the last two laps. Rickards was accompanied on his visit to Sydney by J. Nuttall, who did no good.

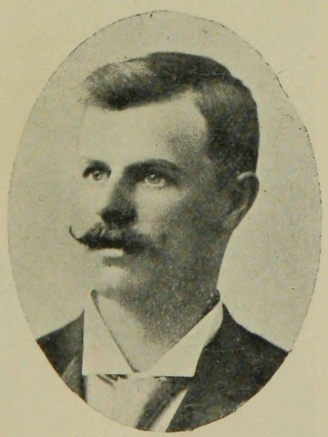
At the Hospital sports carnival, on October 7th, at the Exhibition, the amateur cycling events resulted as follows :—½ mile handicap : R. Harper, 55yds., 1st ; J. D. Smith, 50yds., 2nd ; S. C. Learmouth, 45yds., 3rd ; time, 1min. $2\frac{2}{5}$sec. 1 mile handicap : R. Wilson, 80yds., 1st ; F. Rickards, sc., 2nd ; C. H. Benjamin, 25yds., 3rd ; time, 2min. $12\frac{1}{5}$sec. 3 miles handicap : S. C. Learmouth, 150yds., 1st ; W. Dowd, 65yds., 2nd ; E. W. C. Schilling, 400yds., 3rd ; time, 6min. $57\frac{3}{5}$sec. (This latter is an amateur competition record for Queensland.) A sad feature of the race was a dreadful fall sustained in the last lap by F. W. Rickards, the undoubted track champion of the year, who, riding from scratch, had the race in hand when he fell.



MR. R. WILSON,
Safety Bicycle Club.

During the season a handsome trophy was put up for competition by Messrs. Ebenston and Marr, a leading firm of clothiers, the trophy to go to the amateur rider who should put up the fastest time from the Hamilton to Sandgate. All arrangements for the competition were left in the hands of the Brisbane Safety Club. The first attempt was made by road champion C. H. Benjamin (B.B.C.) on the 16th September, and he succeeded in covering the 10 miles from the Hamilton Hotel to the rear of the Osborne Hotel at Sandgate in 27min. $41\frac{4}{5}$sec. On the 14th October, W. Dowd (S.B.C.C.) essayed to lower this, and succeeded in bringing the time down to 26min. $54\frac{3}{5}$sec. It was generally thought, however, that the time could be still further reduced, and each club was prepared to send forth a man to secure the trophy. October 28th was the last Saturday afternoon available on which the attempt could be made, and consequently no less than five of the prominent road riders came to the scratch. The arrangements were in the hands of the Queensland Cyclists' Union records committee, who had looked after the previous attempts, and Mr. C. H. Briggs acted as starter and timekeeper at the Hamilton, with Messrs. Shannon and Morgan at Sandgate. The conditions for breaking this particular record were ideal, a heavy rainfall on the previous day with a subsequent clearing of the weather having made the road over the greater portion of the way almost like a prepared cycle path. One or two bad patches existed where the mud had become hard, and made it dangerous for the men to ride over at racing pace, but on the whole the road was exceptionally good. To add to this, there was a strong south-westerly wind blowing, which in many places was dead behind the riders, and the consequence was the highest expectations were exceeded. The list of starters,

with their times, was as follows :—F. W. Rickards, started 3hrs. 30min., finished 3hrs. 54min. 13⅕sec., riding time 24min. 13⅕sec. W. Dowd, started 3hrs. 40min.; did not finish owing to an accident. J. Nuttall, started 3hrs. 50min., finished 4hrs. 13min. 5⅘sec., riding time 23min. 5⅘sec. H. Brandt, started 4hrs., finished 4hrs. 24min. 12sec., riding time 24min. 12sec. H. Burstall, started 4hrs. 10min., finished 4hrs. 34min. 44⅗sec, riding time 24min. 44⅗sec. The conditions were best and best machines, any pace allowed. The competitors secured the assistance of the best pace obtainable, and pretty well every multicycle in town was pressed into the service. It will be many a long day before this record is likely to be lowered. The rider who does it will require to have just such perfect conditions of road and wind before he can have a chance, and even then he will have to "shift" to do the ten miles under 23min. 5⅘sec. The second best time was that of last year's road champion, Harry Brandt, and next came Freddy Rickards, the Safety Club champion, who had been expected to capture the trophy. Rickards' performance was, however, a most meritorious one, for he had a severe fall when near the racecourse. Getting into a long patch of hard mud, Fred came a "cropper," the marks of which he will likely carry for a long time. With considerable courage, however, he re-mounted, and had some difficulty in getting another start in the rough mud. Messrs. Wilson and Kennedy were pacing him at the time, and they are of opinion that Fred lost over a minute through the "spill." Billy Dowd, too, had very bad luck indeed, for in passing the cowsheds on the Nudgee road the tandem which was pacing him ran into a cow and, Billy came a "cropper." He was rendered partially unconscious by the fall, and was unable to continue. Nuttall, the winner of the trophy, is a member of the S.B.C.C., and he was assisted in putting up this record by two triplets, three tandems, and two single machines.



MR. C. H. BRIGGS,
Queensland Cyclists' Union.

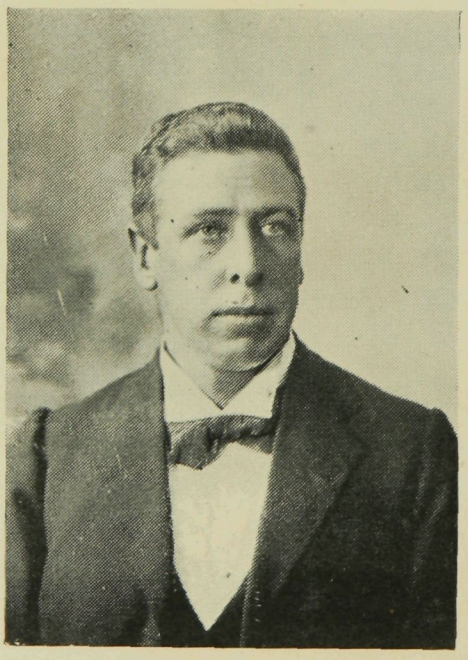
The last and most important cycling events of the year were decided on the 9th and 11th November in connection with the Fourth Biennial Championships of the Amateur Athletic Union of Australasia, in which the Queensland Cyclists Union joined. It was arranged that the Q.C.U. should run off at this meeting the Half-mile and Ten-miles Australasian Championships to which they were entitled under the Reciprocity Agreement. Victoria was represented at the meeting by A. M. Greenfield and New South Wales by O. De Lissa and H. P. Gillies. The Half-mile race was decided on the 9th and fell to Greenfield in 1min.

8secs., the places being filled by De Lissa and Gillies. Other starters: F. W. Rickards, A. Priest and J. Nuttall, all of Queensland.

On the 11th the Ten-miles was run off, Greenfield again proving the victor in 26min. 33secs., with Nuttall and Rickards in the places. The other starters were: W. Dowd, R. Wilson, R. Sandeman, A. Priest, Schilling, De Lissa and Gillies. A spill during the race brought De Lissa and others to the ground, the former being so badly knocked about that he was in bed for a couple of days after. Ben Goodson, the previous holder of both titles, was present at the meeting, but as a spectator only, he not being then in the best of health.

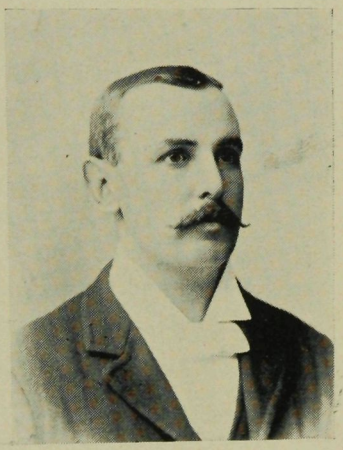
CONCLUSION—

IN concluding this portion of Athletic Queensland it has been considered desirable to append particulars of the positions of the various clubs together with an honors list of those Queenslanders who have secured championships either of Australasia or of Queensland. The present addresses of the metropolitan clubs with their approximate numerical strength and the names of their principal executive officers are as follows :—Brisbane Bicycle Club, Adelaide Street, membership 240; hon. sec., Mr. W. P. Woods; captain, Mr. A. Brown. Safety Bicycle Club, Hunter's Buildings, Queen Street, membership 160; hon. sec., Mr. H. Dalziel; captain, Mr. R. Wilson. South Brisbane Cycling Club, Albert Chambers, Albert Street, membership 90; hon. sec., Mr. G. Driver; captain, Mr. A. Warwick. St. Mary's Gordon Club, Kangaroo Point, membership 40; hon. sec., Mr. H. V. Watson; captain, Mr. S. Learmonth. St. Andrew's Gordon Club (just formed), South Brisbane, membership 25; hon. sec., Mr. K. McDiarmid; captain, Mr. B. Parr-Smith. Redfern Gordon Club, Stanley Street, South Brisbane, membership 30; hon. cycling sec., Mr. D. M'Kay. Queensland Cyclists Touring Club, membership 75; hon. sec., Mr. P. M. Coughlin, Queen Street;



MR. W. P. WOODS,
Brisbane Bicycle Club

captain, Mr. W. T. Batt. The Rockhampton centre, which has fallen off of late, numbers now about 100 active members, with Mr. N. F. Tregurtha at their head. In addition to the above there is, of course, the Commercial Travellers' Cycling Club, the Ladies' Clubs, the Rockhampton Touring Club, and outside amateur clubs not yet affiliated with the Union, and as the total of the whole would probably be equalled by the number of unaffiliated cyclists, to say nothing of the numerically strong League branches, it is easy to imagine the hold which cycling has now obtained in Queensland, where 20 years ago the very name of a bicycle conveyed an idea of something utterly strange and unknown.



MR. D. B. M'SWAINE.

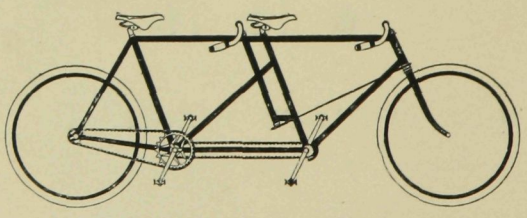
Before closing this work there is a well known athlete who (although figuring in the last page) is not the least among those who have lent generous aid to amateur athletics. Mr. D. B. McSwaine is a good all-round man, rowing, amateur boxing, and football being the chief pastimes he indulged in. Mr. McSwaine is one of the oldest and most valued members of the Commercial Rowing Club and Brisbane Gymnasium, and he has in times of need assisted both those institutions in working up concerts, &c., at which his efforts, vocal and otherwise, have always been crowned with success. Rowing for the Commercial Club he won several events, notably one race for the Governor's Cup (Sir H. W. Norman's) a description of which will be found in the Rowing part.

QUEENSLAND'S HONOR LIST.

Winners of Cycling Championships.

July 25, 1885	—Intercolonial	Championship	—	5 miles	...	J. E. Harris
,,	Championship of	Queensland	—	3 miles	...	F. W. Belbridge
July 24, 1886	,,	,,	,,	5 miles	...	H. W. Atkinson
Aug. 28, 1886	,,	,,	,,	1 mile	...	H. W. Atkinson
July 23, 1887	,,	,,	,,	3 miles	...	C. Stewart
Sept. 21, 1887	,,	,,	,,	1 mile	...	C. Stewart
Sept. 22, 1888	,,	,,	,,	5 miles	...	C. R. Wood
Sept. 7, 1889	,,	,,	,,	2 miles	...	L. H. Isles

Aug. 16, 1890	Championship of Queensland—2 miles	L. H. Isles
Oct. 10, 1891	,, ,, (Safety)—3 miles	L. H. Isles
July 23, 1892	,, ,, ,, 3 miles	J. A. Smith
Aug. 5, 1893	Test Race ... ... 5 miles	W. L. Nicklin
Oct. 20, 1894	Championship of Queensland—3 miles	C. Stewart
June 22, 1895	Championship of Australasia—1 mile	Carl E. Swenson
,,	Championship of Queensland—3 miles	J. A. Smith
June 29, 1895	Championship of Australasia—10 miles	J. A. Smith
,,	Championship of Queensland—1 mile	J. A. Smith
Dec. 26, 1895	,, ,, ,, 5 miles	B. Goodson
Aug. 1, 1896	Championship of Australasia—5 miles	J. A. Smith
Oct. 3, 1896	,, ,, ,, 10 miles	B. Goodson
Nov. 9, 1896	Championship of Queensland—1 mile	B. Goodson
July 31, 1897	Championship of Australasia—1 mile	J. A. Smith
Sept. 11, 1897	Championship of Queensland—1 mile	J. A. Smith
Nov. 9, 1897	,, ,, ,, 3 miles	B. Goodson
July 23, 1898	Championship of Australasia—1 mile	B. Goodson
Sept. 17, 1898	,, ,, ,, 10 miles	B. Goodson
Oct. 8, 1898	Championship of Queensland—5 miles	B. Goodson
Aug. 12, 1899	Queensland Road Championship— ...	C. H. Benjamin



TRAINING FOR CYCLING.

By J. A. Smith,
Queensland and Australasian Champion.



AVING been requested to give practical advice on the above subject I readily agreed to do so, because it is generally admitted that the various excellent treatises on athletic training lay down such stringent rules as to debar their observance by all men who are not blessed with independent means or subsidised in a monetary manner to such extent as to make a few hours leisure each day of no consequence.

There is no doubt that nine out of every ten men would prove unable to stand the rigid courses of work which have been prescribed by the leading professionals of the present day—constitutional break-downs, waste of time and money, and disappointment at ambitions rudely dashed aside being the consequent evil. Moreover, these treatises, which belong to the old world, are not suitable for Australian amateurs, as climatic conditions must be reckoned with. The advice I here tender to readers of *Athletic Queensland* is gained from a long knowledge of racing experience both in Queensland and the Southern colonies.

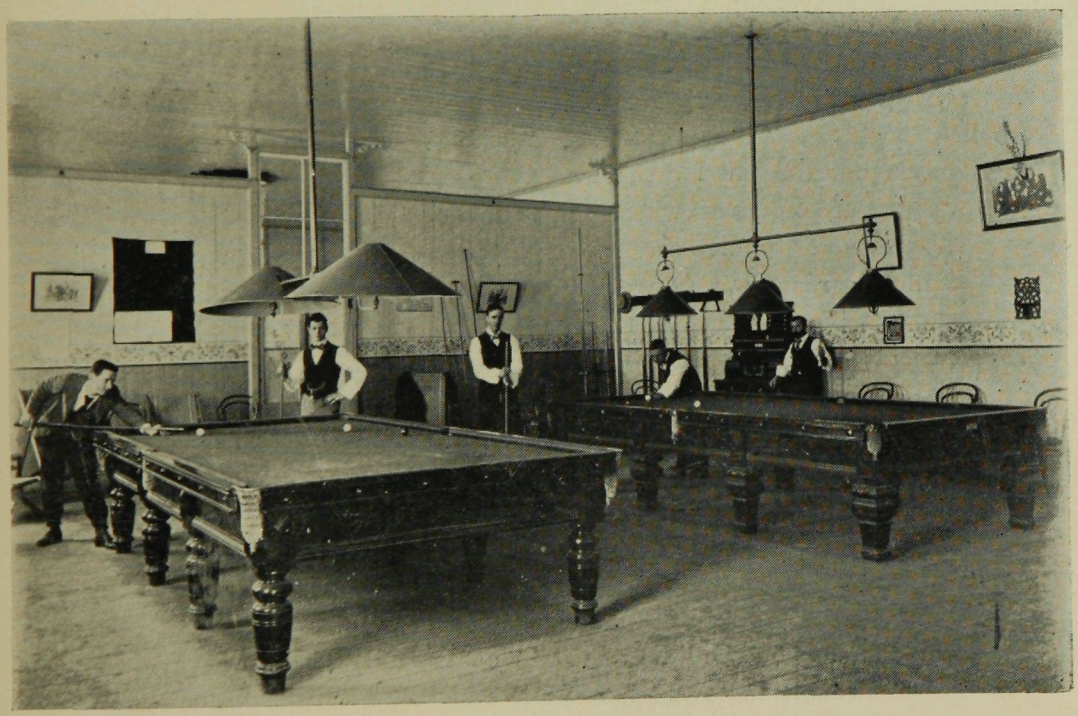
No sport, to my mind, will compare with cycling for stimulating the desires of the school-boy for renown in competition and should that boy come to the front as a cyclist, even though only among his peers, at the school sports, he will be found at a later period in life well to the fore whether his supreme efforts may be cast for business or sport. Prior to boys attaining the age of 17, I am, however, averse to them competing in adults' open cycle races and only occasionally should they be allowed to run in events reserved for boys only. The distances of the latter should not exceed half a mile. Boys when preparing for races of this kind should be mounted on wheels which do not exceed 26lbs. avoirdupois, and fitted with a gear of not more than 68 or 70. Youngsters are naturally fast pedallers and can consequently be relied upon to ride faster and stay better on a low gear than would be possible on the more popular high gearings used by their elders. Handlebars should be of the half-drop or road race pattern, the width to be not more than 16in. The saddle should be placed low enough to permit of an easy reach, and there should be impressed upon the subject's mind the necessity for taking daily easy rides of not more than two miles, on a track if possible, winding up with 200 yards at nearly top speed. Otherwise, keep boys from giving racing any other attention, such as dieting, rubbing, etc.; massage for the muscles only to pre-

vent soreness and stiffness. There should be no loitering around in perspiration-soaked garments after the termination of practice, and draughts of cold water must be avoided while unduly heated. Fourteen days practice on the before-mentioned lines will usually suffice to get the average boy into trim for a half-mile boy's race. No boy should be permitted to take violent exercise if drowsiness, headache, or dizziness be complained of at the conclusion of practice.

It has been said that "enthusiasm sometimes exaggerates the reality, just as colored glass blinds the sight." That exaggeration of reality none of us will regret if it results in men improving their courage and stamina and mastery over self. As must the athlete who would reach the pinnacle of fame. I would counsel all men to aim for honors rather than a surfeit of prizes—the results of scheming to cheat the handicapper's judgment and numerous pot-hunting expeditions. Do not rest content until you have gained the "scratch mark," and once on the post of honor endeavour to improve all previous bests before retiring from sporting life. Patience is needed, for if, as we suppose, you have not yet raced in public, it will be necessary to devote your spare moments to carefully studying the situation with a view to getting the best physical results from your constitution. Select a good light road wheel, fitted with touring handlebar (not dropped) 63in. to 70in. gear, comfortable saddle, corresponding in width according to the breadth of bicycle across the crank bracket, and 1½in. road racing tyres for preference. Cranks 6½in. will combine with the gear best. Most of your preliminary riding will need to be done alone, hence the benefit of a reliable cyclometer, the mileage of which should be faithfully kept. It keeps you from shirking the practice, more especially if you know someone else who also keeps tally of the distance done.

If the sports are in July commence your riding in December by touring at the rate of 40 miles weekly, paying especial attention to the pedalling. In pedalling endeavour to obtain all your power from the leg drive; do not pull on your handlebar but merely use your arms to keep the wheel free from wobbling and on a straight true course. Endeavour to get a smooth leg action against adverse conditions such as head winds or on uphill grades. Keep the reserve strength in your body and arms for the last pinch at the top of the hill; this will teach you to gain the necessary staying qualities with a reserve force from which to cultivate, at a later period, a fast, telling sprint. Do not take on scorchers nor ride until exhausted by ill-timed efforts. Do your riding each evening after sundown. Five miles should be about the distance, and the exercise, if taken regularly, will not encroach for more than thirty minutes on your time. After a fortnight's practice as above you will traverse from 75 to

100 miles weekly, at a touring 10 miles an hour rate, without any undue fatigue. To keep up the latter average will entail one or two week-end rides of from 25 to 50 miles, so that the approach to form will be a gradual bracing up of the rider's system. These rides will become a source of pleasure and healthful recreation to the artisian, clerk or busy city man, the benefits being beyond estimation. Keep to this method for three months, varying your holiday tours, and at the termination of that time you can join in any of the club scorches with zest. Do not, however, be ashamed to pull up if the pace is proving to much for your



BILLIARD ROOM—BRISBANE BICYCLE CLUB.

condition at any period of these fast rides. Cultivate breathing through your nostrils and in taking in air in the proper manner you will feel the lungs fill and then, like a water-soaked sponge from which the liquid gradually oozes, the air must be allowed to escape by degrees until another deep inspiration is requisite. These breathing exercises should be practised each morning while in bed—the pupil lying on his back with his hands at his side.

With the approach of cool weather and improved form, raise your gear to 76in. for road practice and lower your handlebar sufficiently to make a three-minute mile practicable in comparative comfort. In assuming a

racing position bend from the hips without any undue curvature of the spine, and the placing of handlebar, seatpost, and saddle will now be the determining factor as to whether you have a seat which will give you command of the wheel when pacing, pace-following or sprinting. Do not be content until you feel thoroughly comfortable, even though it may entail numerous alterations in the respective adjustments. Reach the pedals easily ; but do not have too short a reach if the gearing be under 84in., otherwise much difficulty will be experienced in acquiring the free, easy style recommended. The use of toeclips should also be eschewed for the present as they tend to a slovenly plugging action more in keeping with the use of gears from 88in. to 96in.

By the time April comes round you should feel in good touring form and consequently well prepared for a course of path exercises. Attired in woollen sweater, roomy knickers, stockings, and well-fitting shoes, an assistant is not esential for the first few weeks' work you now undertake. Raise the gear on your wheel to 80in., and hire, beg, or borrow a pair of racing covers to fit the roadster wheels. Practice riding within six inches of the grass at a rate of about one mile in three minutes, a pace which you will now try to maintain over five or ten miles for the first fortnight, attending the track not later than 6 p.m. daily. The road precepts will also need applying to this path routine, therefore study the same and master thoroughly. From this on you may bestow attention on a speed equal to a 2.30 mile, slowing down and leaving the track before you have really reached your limit of endurance. The point to determine, said Zimmerman "is when you have had enough, and on that depends your ability to improve in speed." This faster pace will be accomplished easiest behind pacers, if you are fortunate enough to secure any such assistance, when, of course, you will be asked to occasionally lead the way. Under the latter circumstances do not shirk the task—it will teach you self-reliance and you will become more inured to the actual competitive efforts. Resist all desire to show off and you will not be likely to overdo the work, by riding too fast or too far, when called upon to pace. Don't pace more than a quarter-mile in every mile unless you are feeling abnormally fit, and try to select training companions of slightly faster calibre than yourself.

The May open handicaps may now engage your attention, half-mile and mile handicaps being your study for the nonce. Practise jumping away quickly, as at the start of a race, and from a fifty yards sprint at nearly top speed increase the distance until you are able to negotiate a full quarter-mile without any enervating effect. Doubtless your speed at this maiden effort in public will not be encouraging, and it requires a wise head to profit by such an experience. With a determination to excel,

however, it will only be a question of time before you are hoisted as a winner, provided you apply yourself to the training on these principles, which will be found suitable for the average tyro at cycle speed work. In handicaps it is necessary to ride hard until you are up with the leaders and, unless close to the finish, in such a position as will give you the advantage in the final sprint. In sprinting do not move or shake your head or body but draw steadily on the handlebar and thus secure a purchase that will enable you to fairly lift the bicycle to the front in the last sixty yards. Do not leave the sprint so late as this, however, if the track be a circular one—the inside berth on which is often as good as 20 to 40 yards start in a quarter-mile.

In scratch races it is always best to have second or third position, should the race string out in Indian file. If the field be bunched take the centre of the track in the first line slightly behind the leader—the safest place and one from which competitors' tactics can be readily and easily grasped. If your starter give you a good push you can depend on having the call of positions, most riders preferring an easy push in scratch events. No matter what the pace may be, hold the position you have set your mind on and you will thus always stand a chance of being drawn as it were among the placed men, where a champion would fail to score from a position further in the rear. To improve the pace a few fast spins behind a tandem, triplet, or quadruplet prove of incalculable benefit, in my opinion, and " open out " a rider without producing fatigue or after effects.

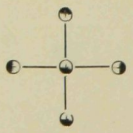
Take a bath daily in tepid water; eat plain nourishing food; do not smoke to excess or partake of alcoholic beverages. When stimulants are felt necessary the writer (although as a rule a total abstainer) has benefited by occasionally drinking a claret glassful of best porter before bedtime. The system should keep in good order with work followed out on these lines, if not, attention should be given at regular intervals in the form of a mild sedative. If inclined to nervousness take up mental studies, which will lift the mind away from the worries of the impending contests and your adversaries until such time as you are ready to start—then if you bear in mind it is only a friendly sportive combat you will soon be smiling at your unwarranted apprehension.



Mr. JAMES McNAB,

First Northern Cyclist — Cooktown.

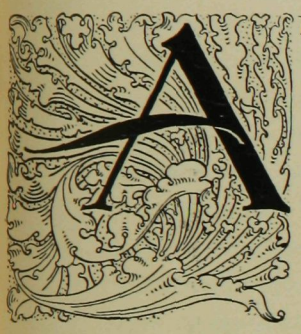
Rode a No. 2 Rudge machine. A blacksmith supplied him with a patent of his own to increase the speed, which consisted of four large iron weights, thus—



which were attached to the axle of the front wheel. It worked first-class down-hill, but the machine had to be pushed up-hill.

THE PIONEER CYCLISTS.

By G. Stombuco.



FTER the inaugural meeting of the Brisbane Bicycle Club in May, 1883, there ensued a period of cycling activity on the part of the pioneers characterised by "courageous enterprise" generous monetary assistance, and dominated by a manly athletic spirit which is without parallel in the history of Australian cycling. That meeting witnessed an assembly of athletes who had already taken a prominent part in the pursuit of various other sports, and who, in the ardour engendered by newly acquired bicycles, brought, in addition to their enthusiasm, special endowments of fortune. They were all of exceptional physique; they, in most cases, were members of families who had taken a leading part in the establishment of our city, and all enjoyed the best that training and education could give, which, though in itself only of superficial value, becomes, when allied with inherited merit, of a value equivalent to that given to the diamond by polish. Such was the material which, united under the title of the Brisbane Bicycle Club, gave bright promises for the future of that club, and still brighter promises for the individual cycling careers of the pioneers. How well those promises were fulfilled will be seen if the early work of the club alone is regarded. Without funds to the club's credit, money was voted for a championship contest; and to decide this matter the first race meeting in Queensland came off four months after the second enrolment of members. Hardly had the excitement attendant on this event lulled when a new movement for a social gathering took place, eventually resulting in that remarkable cyclists' camp and dinner at Nudgee which the élite of Brisbane attended. Again, in 1883, the pioneers came forward with a race meeting in response to the great interest evinced by the public with regard to the cyclists and their sport—an interest which finds proper expression in the fact that his Excellency Sir Anthony Musgrave, at about this time, requested information as to the club's history and personality. No more reliable assurance of the exceptional energy and enthusiasm of the early cyclists can be found than that given by the plethora of race meetings, tours, club dinners, and meets leading up to the great intercolonial gathering of September in 1884—an event, by virtue of the fortuitous circumstances attending it, yet living in the memory of thousands; and if, as stated by one of the visitors, it marked a red-letter period in their lives, it in a far more forcible manner marked a red-letter day in the history of Queensland cycling, for the meeting and events which followed were pregnant with the present position of the

sport. No charge of extravagance is to be placed against the club in spending £217 to procure the visit of a first-class company of riders, when it is seen that the immediate result of the undertaking was an amazing expansion of the sport in Brisbane and its spread to the principal centres of Queensland; but with this expansion the exclusiveness of the club was invaded, and from that time the curtain commenced to fall so far as the club work of the pioneers is concerned. Dim as these records are now behind the obliterating mists of 16 years, it is yet possible to trace in their *tout ensemble* only a brilliant prelude to the present dimensions of the sport, and although they furnish abundant evidence of exceptional enterprise and generosity, still it is to the individual careers of those who took a leading part in affairs that we must turn if a just appreciation is to be given to the manly spirit and merits of the early cyclists. It may be contended that the track performances of these riders do not show, comparatively, anything bright in the way of pace, but then it has to be remembered that they were amateurs in the true sense of the word, and it is easy to understand that trophies of clocks, field-glasses or stud-sets, were not likely to be seductive, considering their own homes were amply provided with such chattels.

If the pioneers did no track racing of note, their road work, on the contrary, remains a splendid record of endurance, pluck, and athletic strife to put to shame those namby-pamby riders who grow despondent with the appearance of a cloud in the sky and almost faint at the thought of an extra ounce in their machines' riding weight. In the space which is at my command it is impossible, in considering the road racing of these cyclists, to deal with the memories which throng up fresh and clear as of yesterday, although much of that riding relates to a time when Cobb and Co.'s coach was a familiar sight on several of the main routes from the city. Now it is of Ted Markwell, splashed with the mud of three districts, racing through the rain at the end of his weekly 500 miles ride! Now of George Perry leading the pioneers on the homeward race from Cleveland, with the setting sun for his pacemaker; or of some incident connected with the great rides of the pioneers! It is not enthusiasm or exaggeration which dictates the term "great rides," and something more than athletic capacity must be looked for if the actuating force is to be found for some of these performances from 1883 to 1885—such, for instance, as Tom Coutts' Christmas ride over the drought-stricken Downs when the thermometer registered a heat of 120 degrees; or that of another of these cyclists who, on a day of terrible heat, rode southward over the worst of roads for 49 miles, and then, returning, covered another 72 miles before midnight, although delayed by a remarkable thunderstorm for 3½ hours.

That cause is shown by the lives of most of the pioneers, who in subsequent years have met the reverses and difficulties of life with the same resolution and skill with which they faced the steepest of hills and most dangerous of roads. True, it may be summed up in the word *vanity*, but such vanity forms the foundation on which has been reared some of the best human efforts the world knows of, and without it our continent had remained undiscovered. One prominent characteristic of the pioneers lies in the fact that they were all long-distance men, and those amongst them with an exceedingly great love for mileage never achieved better results than when they rode for naught but the indulgence of the pride of strength and skill that was theirs. Of the many occurrences that go to show how small an affair it was to these riders to start on a 20 or 30 miles ride, it will be well (for purposes of illustration) to record that on one occasion, after winning a 2 miles race on the U.A.C. ground at Toowong, the competitor, without dismounting, rode off the track and out through the gates. The spectators with surprise saw him over the handles making for town. It was then 4 o'clock, and eight hours later that cyclist dismounted at the Woody Point Hotel, Humpybong. He afterwards explained he was so oppressed with speed that he thought he had indigestion, and felt a little riding would do him good! On another occasion, one of the cyclists at the Nudgee camp, when he got up in the morning, was told that his companions sat around him while he was snoring and smoked all his "excellent" cigars. He then took his machine and rode to Brisbane and back to procure more.

It is true that if the performances of the ordinary riders on the road in the past are compared on equal grounds with those of safety riders of recent times they will be found wanting—but that is not to be done. A due allowance must be made for the circumstances of the time or the machine they rode; and when such factors are taken into consideration, it can be asserted that some of their riding has not yet been surpassed in Queensland. Indeed, it would be little to their credit were it otherwise, for they at the time were the favoured section of the athletic community. There fell to their lot hospitable treatment, kindly aid, and a certain kudos which more than rewarded their efforts. Beyond all, to them was possible that enthusiasm which seems to be inseparable from the word "pioneers," and which urges one in any line to their brightest and best efforts.

Now that the feats of speed and skill and the memorable pioneer journeys, with their fragmentary incidents—the victories of the track, the fleeting views of landscape, the hills that were so forbidding until they were charged, the long vistas of dusty road, the hard pace over the handle-bars through the sunset colours, the still harder pace through the gathering mists of nightfall, and the welcome light of the wayside inn seen through

the shadows of dusk—are all of the past, as is the youthful strength and vitality which begot them—only memories drifting, with millions of others, to the sad limbo of the forgotten : still it may be that the future will give some of these veteran riders sterner strife and brighter achievement in the higher and more noble aims of life ; but, however proud their achievements may be in such directions, their memories will always turn to their cycling careers in the heyday of their youth as the happiest time of their lives.

Their careers—replete with generous deeds, athletic effort, and disinterested work, untarnished by a dishonorable or censurable act—still remain a heritage of their clubs, and they were such that now, after an interval of 16 years, they shed a lustre on and give its prestige to the Brisbane Bicycle Club.

Erratum.—In the Physical Development portion of this work a slight error crept in. It is mentioned that Messrs. J. A. Noble & Co., of Queen-st., Brisbane, are the sole agents for the Sandow Developer. The word sole should have been omitted, as other firms have the goods on sale, there being no sole agency in Queensland.

ADDENDA.

ROWING.

By W. B. Carmichael

AS the Rowing part of this work was completed first some time has necessarily elapsed, and a few interesting events which have since taken place are now chronicled. The first and the most interesting in the Colony's history were the Intercolonial Eights and Sculls rowed on the Brisbane river on May 12th, 1900, in which crews representing Victoria, New South Wales, Queensland and South Australia, and scullers representing Queensland and Victoria, competed.

The races were held in the Hamilton Reach from Queensport up, the distance for each event being 3 miles. Mr. Dan Mactaggart was starter, Mr. R. H. Roe umpire, and Mr. M. Largy judge. The Sculling race resulted in a very easy victory for our Colony's champion, good old Mick Slack, who defeated the Victorian champion, Charles Donald, by over $\frac{1}{4}$ of a mile. Time, 23min. 23sec. It is safe to say that at the present time Slack has no superior in Australasia, and no man more richly deserves to hold the honorable title as it has been gained by pure grit and determination. The Eight Oared contest added another win to the already long list of victories to Victoria, New South Wales being second after a magnificent struggle with Queensland, South Australia being a bad fourth. Time, 15min. 50secs. Our crew was : F. H. Cameron, bow ; J. B. Arthur, No. 2 ; A. A. Petrie, No. 3 ; R. McCowan, No. 4 ; T. J. Lyons, No. 5 ; S. Boland, No. 6 ; A. Dennis, No. 7 ; A. A. Watson, stroke ; S. Mitchel, cox.

The next rowing event was the Bye Regatta of the Queensland Rowing Association, held in the Milton and South Brisbane Reaches on May 19th. The Commercial Rowing Club being returned winners in each case. The principal race was the champion fours of the Brisbane river, 2 miles, for which two crews started, viz. :—C.R.C. : F. H. Cameron, bow ; O. Agar, No. 2 ; A. Dennis, No. 3 ; A. A. Watson, stroke ; 1st. B.R.C.—R. S. A. Johnson, bow : S. Boland, No. 2 ; A. H. G. Drury, No. 3 ; J. B. Arthur, stroke ; 2nd. The Commercials won rather easily by nearly 3 lengths. The second race was the Maiden Eights, 1 mile. The winners were :—C.R.C. : T. Bird, bow ; R. S. Kennedy, No. 2 ; M. Graham, No. 3 ; C. H. Paterson, No. 4 ; C. Bowley, No. 5 ; T. Cusack, No. 6 ; C. Gregory, No. 7 ; Geo. Darvall, stroke. The last event was for the Champion Sculls of the Brisbane river, 2 miles, for which Peter Burke, C.R.C., was entered against champion Slack, but the latter was suffering from a severe cold and did not put in an appearance. Burke was

ordered by the officials to row over the course and thus holds the title Champion of the Brisbane river for one year.

The Maryborough annual regatta on May 24th was the last regatta held and was a most interesting one. Two crews from the Commercial Rowing Club visited that town. The following are the results :—Maiden and Junior Four —M.R.C. : E. J. Webber, R. Sommerville, H. B. Corfield, L. O'Malley, stroke, won both events from the Commercial Rowing Club, Brisbane, with the narrowest possible margin. The Metropolitan crew actually won the Maiden Fours but were disqualified for boring the local crew. The Junior Fours was won by 2 feet only. Senior Fours and Champion Fours of the Mary river were both won by the Commercial Rowing Club, their crew being stroked brilliantly by A. A. Watson. The other men were : A. A. Petrie, bow ; O. Agar, No. 2 ; and A. Dennis, No. 3. With the exception of the bow man it was the same crew which won the Champion Fours of the Brisbane river the previous Saturday. The Under 20 and Trial Fours, between two local crews, was won by B. White, F. Sullivan, J. McDowell, and H. Eddy, stroke. The Maiden Sculls fell to M. Sullivan and the Junior Pairs to J. Sullivan and J. O'Malley. The Senior sculls was won by J. Sullivan, 9st. 7lb., who defeated J. Barton, 13st. 6lb., the latter being exhausted by his races in the Senior and Champion Fours. The final event, the Junior Sculls, was easily won by A. Forshaw.

